

# GRAIN DEALERS' JOURNAL

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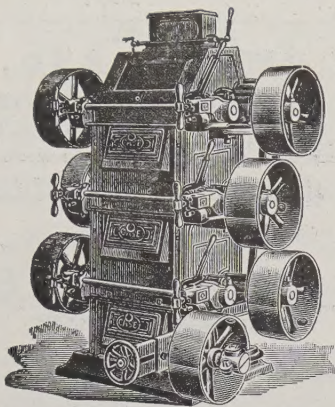
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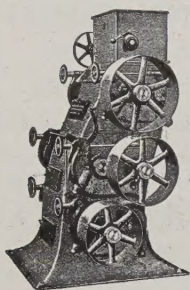
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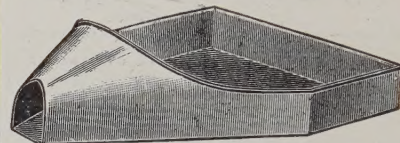
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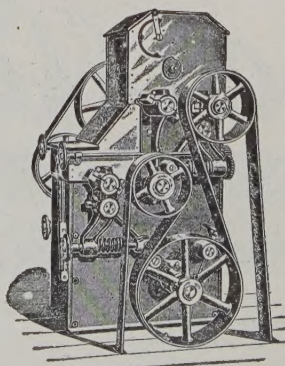
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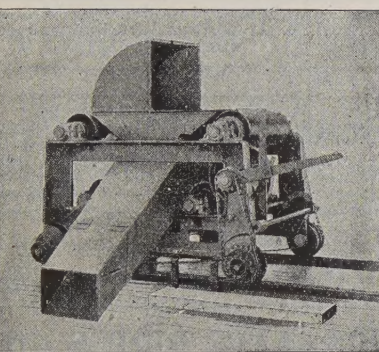
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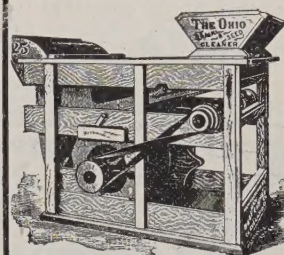
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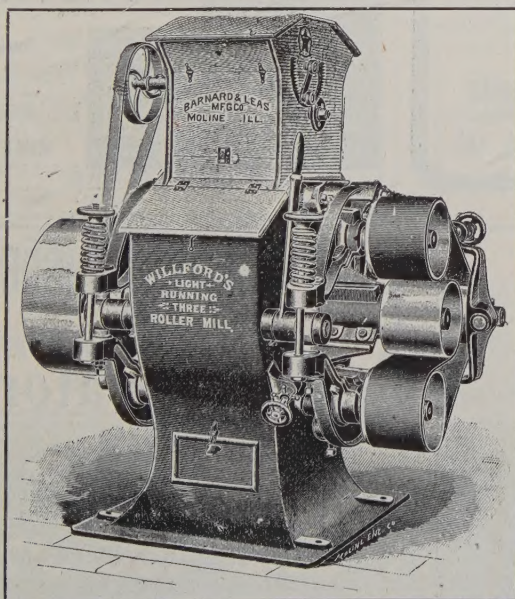
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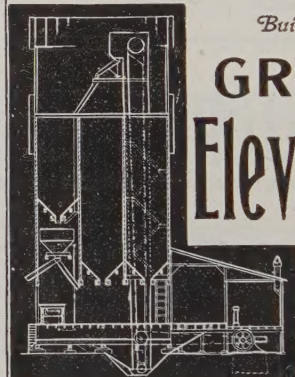
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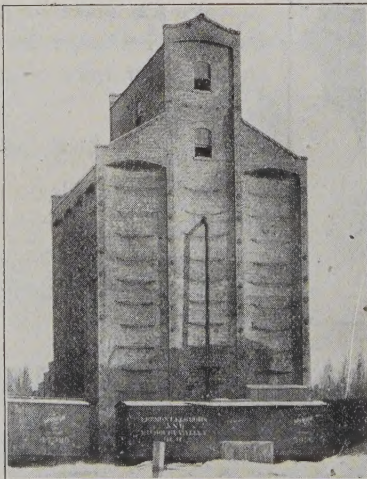
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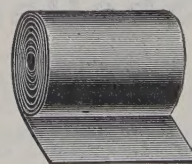
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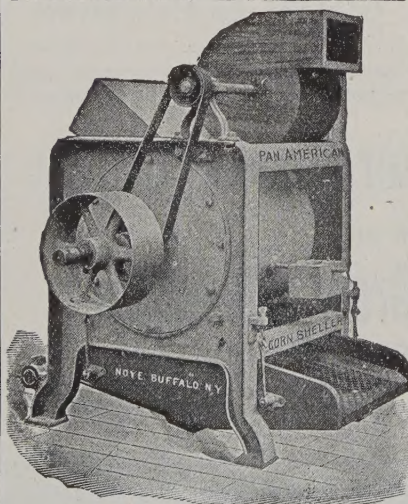
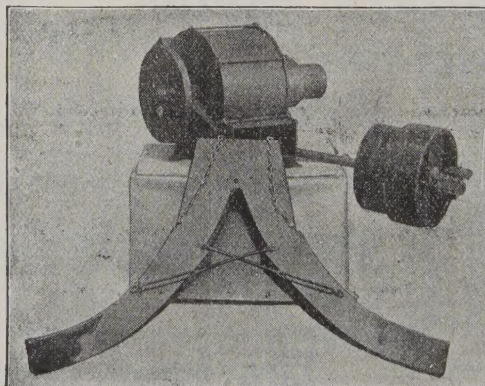
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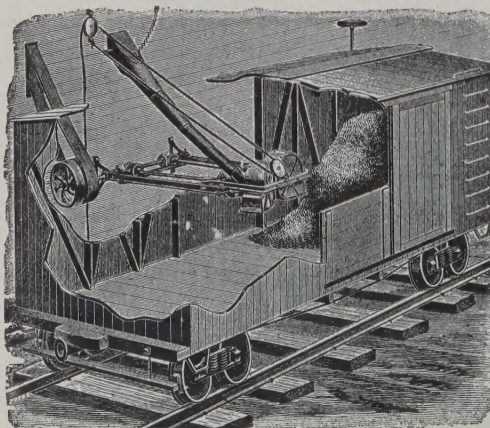
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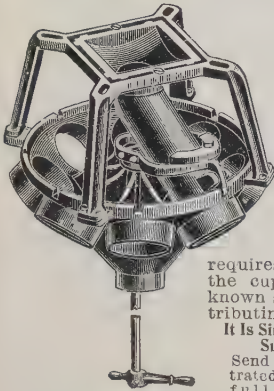
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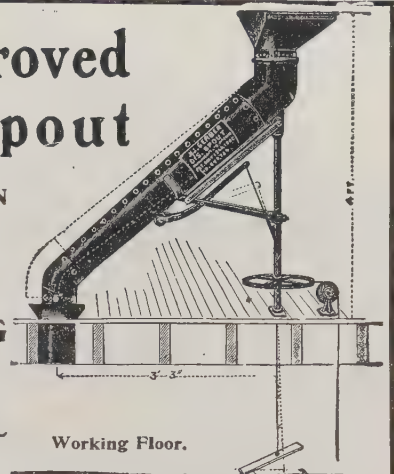
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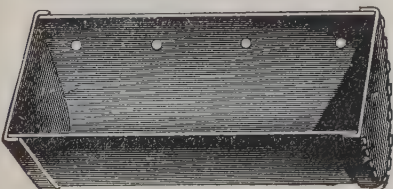
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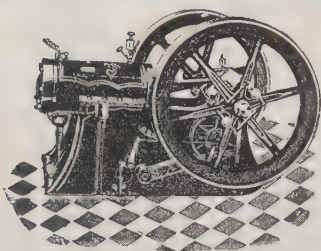
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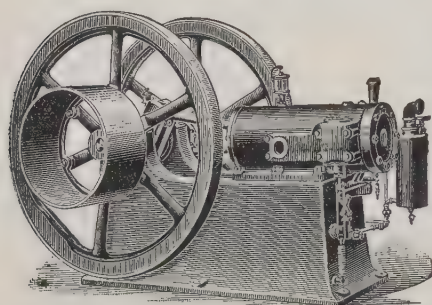
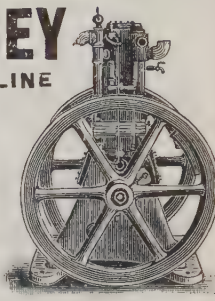


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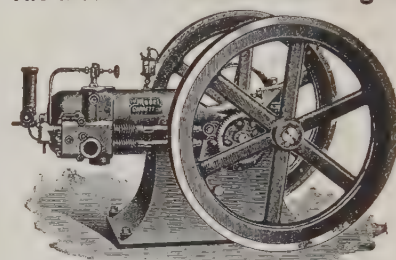
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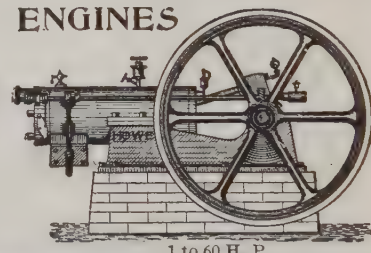
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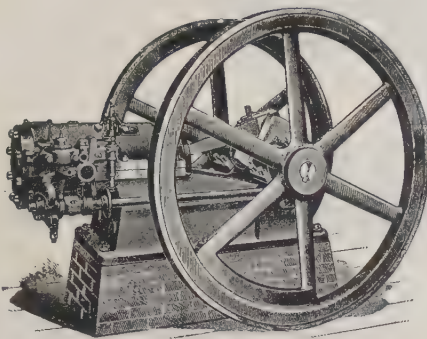
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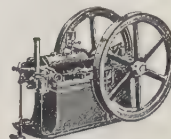
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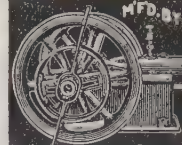
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Peru, Ill.



### LENNOX GAS ENGINE

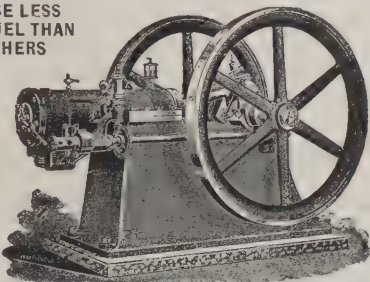


MFD. BY **LENNOX MACH. CO.**  
MARSHALLTOWN, IA.  
WRITE FOR CATALOGUE

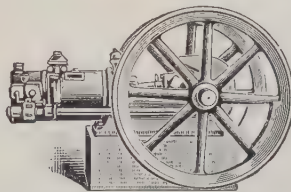
of Elevator Engines.

### Columbia GAS and GASOLINE ENGINES

USE LESS  
FUEL THAN  
OTHERS



**E. L. GATES MFG. CO.**  
34-36 So. Canal St. CHICAGO, ILL.



An observant individual who claims to know,  
says that "When a man buys his first :: :: ::

### GAS OR GASOLINE ENGINE,

he selects the cheapest" (meaning the lowest  
priced). "Naturally it soon wears out, and if  
his experience with the cheap kind has not com-

pletely disgusted him, he then buys the best" (usually the **highest** priced).  
This statement tallies with **our** knowledge of the facts and accounts in a great  
measure for the ever increasing demand for the **OTTO ENGINE.**

There are many of the cheap kind but only one **best.**

**THE OTTO GAS ENGINE WORKS, Philadelphia, Penna.**

Chicago Representative, T. W. SNOW, 360 Dearborn St.

THERE ARE MORE

## PAINE-ELLIS GRAIN DRIERS

in operation on this continent than all others combined.

**WHY?** Because they are the only machines that will handle  
with equal facility grain containing 50 per cent.  
moisture to that simply damp and musty.

These Machines will operate successfully and rapidly at a temper-  
ature as low as 110 degrees. Practical millers and elevator men will  
appreciate this.

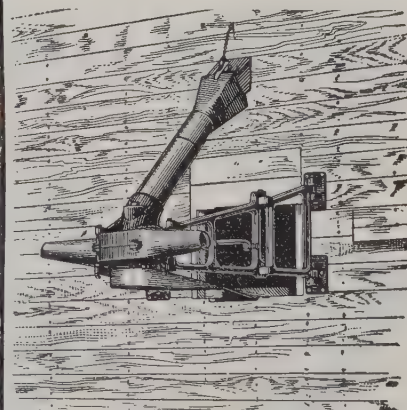
**IT IS ONE THING TO KILN DRY AND  
ANOTHER TO PUT EVERY KERNEL OF  
GRAIN INTO ITS NORMAL CONDITION  
BY NATURE'S OWN METHOD. WE  
CAN DO IT.**

For particulars, address

**THE PAINE-ELLIS GRAIN DRIER CO.**

53 Chamber of Commerce  
MILWAUKEE, WIS.

## Improved Ideal Car Loader

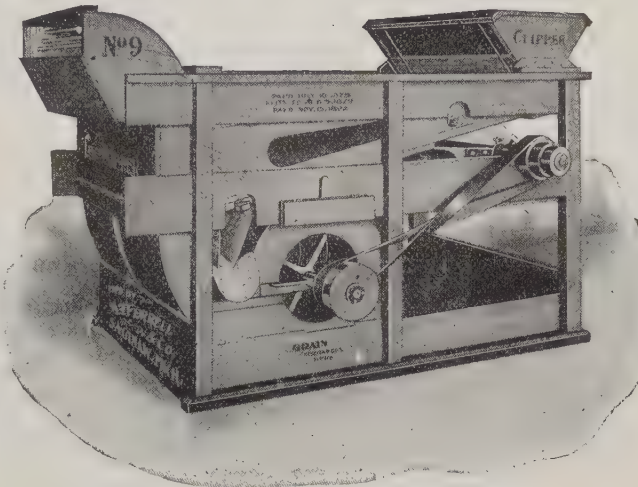


Manufactured at Allenville, Ill. Loads  
any size car from end to end and full to  
the roof with but very little power.  
Does not crack grain. Does not blow the  
grain, thus sorting the light and heavy  
and causing off grades. Pays for itself  
in a short time. Hundreds in use giving  
universal satisfaction. Can we  
interest you by saving you money? Sold  
subject to 30 days' trial at your elevator.  
Write for catalog giving full particu-  
lars.

**The Ideal Car Loader Co.,**  
ALLENVILLE, ILL.



# The CLIPPER CLEANERS



stand without an equal for the economical cleaning of all kinds of Grain, Flax, Timothy, Clover and fine seeds, also for Beans, Peas and Corn.

This cut shows our Regular No. 9, the of our most popular Receiving Cleaners for local elevators. It requires a very small amount of power—an item of considerable interest to users of gasoline engines, and the quality of the separations have not yet been equaled by any machine.

## Clipper Seed Cleaners.

Our Perforated Sample Plate and Catalog for the asking.

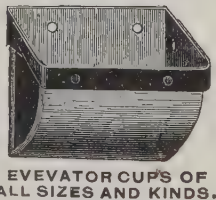
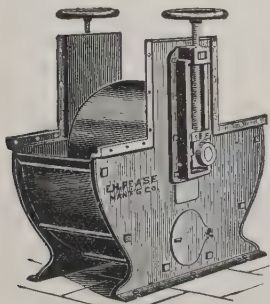
## A. T. Ferrell & Co.,

SAGINAW, MICH.

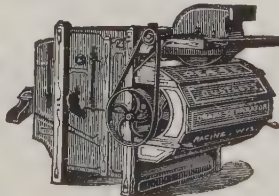
THIS CUT REPRESENTS OUR REGULAR NO. 9 CLEANER.

Write **MARSEILLES MFG. CO., Marseilles, Ill.** For Catalog and Prices of . . .

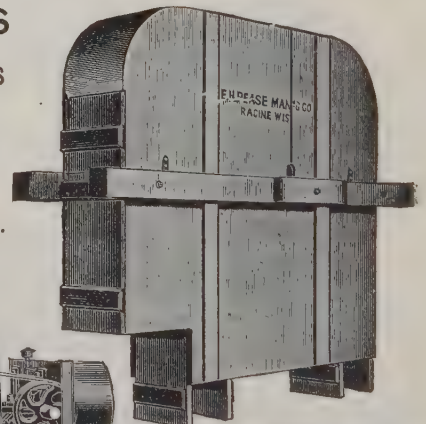
## ELEVATOR MACHINERY AND SUPPLIES



ELEVATOR CUPS OF ALL SIZES AND KINDS.



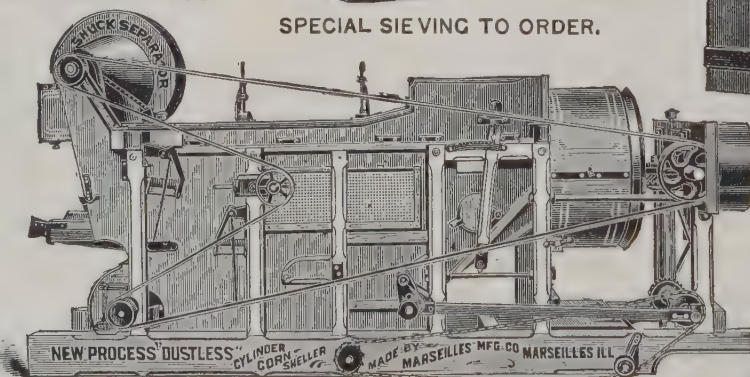
Fanning Mills AND Warehouse Cleaners of Every Description.



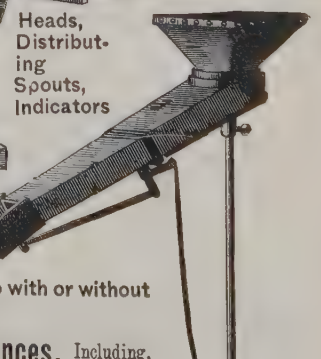
SPECIAL SIEVING TO ORDER.



BOOTS EITHER WOOD STEEL or CAST IRON.



New Process Corn Shellers and Cleaners.



Heads, Distributing Spouts, Indicators

Flexible Spouts For Loading Cars.

EVERYTHING IN THE LINE OF

STEAM ENGINES  
BOILERS AND PUMPS  
GASOLINE ENGINES  
HORSE POWERS

SHAFTING  
WOOD PULLEYS  
IRON PULLEYS  
HANGERS

PILLOW BLOCKS  
SET COLLARS  
SPROCKET WHEELS  
FRICTION CLUTCHES

JAW CLUTCHES  
COUPLINGS  
GEARING  
TIGHTENERS

BELTING

CHAIN  
RUBBER  
COTTON  
LEATHER

FURNISHED EITHER AS  
Combined or Separate Machines Also with or without  
HUSK SEPARATING ATTACHMENT.

Motive Power and Power Transmitting Appliances, Including,



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

12,000-bu. grain elevator, good repair; large territory. Box 53, Logan, Ia.

ONE elevator that is a moneymaker sure, for sale. W. A. Thompson, Attica, Ind.

ELEVATOR in good grain country for sale. Address C. H. Eckery, Yetter, Ia.

EASTERN ILLINOIS elevator for sale on main line of Big 4. Address J. T. Powell, Vermilion, Ill.

ILLINOIS elevator at great sacrifice, or exchange for real estate. Must be sold. W. L. Cadle, 440 Canal st., Chicago.

ELEVATORS to suit the most exacting are quickly found by advertising in the "Elevators Wanted" column of the Grain Dealers Journal.

ELEVATOR FOR SALE in the best grain-producing portion of Kay county, Okla. For particulars, address Lock Box 265, Ponca City, O. T.

TWO INDIANA ELEVATORS for sale. One on Vandalia, one on main line Penn. R. R. Address Plymouth Nov. Mfg. Co., Plymouth, Indiana.

THREE ELEVATORS for sale in the best grain belt in the state of Indiana. Money-makers. Address C. B., box 6, care Grain Dealers Journal, Chicago.

INDIANA elevator for sale. Good location, large territory and doing a good business. Address H. A. L., box 1, care Grain Dealers Journal, Chicago.

IOWA elevator for sale; on main line of C. & N.-W. R. R., in good grain territory. An up-to-date elevator. N. J. M., box 5, care Grain Dealers Journal, Chicago.

SMALL country elevator for sale; coal bins, general store and stock business. In the banner wheat county of Kansas. Address O. K., box 5, care Grain Dealers Journal, Chicago.

ON ACCOUNT of poor health, I offer my 22,000-cap. elevator for sale at a bargain. Never handle less than 100,000 annually. Located in Lac qui Parle Co., Minn., crop failure unknown. Address Ship, box 6, care Grain Dealers Journal, Chicago.

IN GOOD thriving town in best part of Iowa, grain elevator, coal sheds, office and two scales. Shipped 225 cars of grain last year; sold 27 cars of coal. Object in selling, poor health. For particulars write to or call on W. C. Yeisley, Blairtown, Ia.

ILLINOIS elevator, 25,000 bu. capacity, including corn meal mill, corn shelling plant, corn cribs, livery barn and store building, located in a thriving town in the corn belt; control the situation on two good railroads; no competition. Price, \$8,000. Anyone interested can learn full particulars by addressing Hutchinson & Hitchcock, Peoria, Ill.

## ELEVATORS FOR SALE.

TWO HAY barns at Wolcott and one at Remington, Ind., for sale at a bargain. Well located for either hay or grain business. Must be sold quick. Address Snap, Box 14, Grain Dealers' Journal, Chicago.

ELEVATOR of 14,000 bu. capacity with a store building in connection for handling seeds and feed, located in a thriving western town and doing a splendid business, for sale; \$8,000. A fine opportunity for some one. To any one interested full particulars will be given. Address A. S. E., box 6, care Grain Dealers Journal, Chicago.

WISCONSIN grain, wood, lumber and vehicle business for sale. Will take \$5,700 for elevator, warehouse and implement building, or \$12,000 for a half interest in the entire business; doing \$150,000 annually, with 30 to 50 per cent profit on the investment. Thickly settled; distant competition; no crop failures. For full particulars write Springer, 72 Traders bldg., Chicago.

LOGANSPOUT, IND., the Johnson Warehouse, capacity, 35,000; lot, 132½x165; main house, 50x115; established business, 50 years; Otto Gas and Gasoline engine combined; splendid retail trade; \$5,000 a year profit if handled right; 4 railroads, in heart of city; vacant lot adjoining sold for \$100 front foot. Splendid investment, \$12,000 cash, no trade. W. E. Hurd, 114 5th-st.

## STEEL ROOFING



Strictly new, perfect, Semi-Hardened Steel Sheets, 2 feet wide, 6 feet long. The best Roofing, Siding or Ceiling you can use. No experience necessary to lay it. An ordinary hammer or hatchet the only tools you need. We furnish free with each order sufficient paint and nails. Comes either flat, corrugated or "V" crimped. Delivered free of all charges at the following prices

TO ALL POINTS IN

INDIANA, ILLINOIS, WISCONSIN, MICHIGAN, OHIO, IOWA, WEST VIRGINIA, PENNSYLVANIA, NEW YORK, NEW JERSEY, MARYLAND, KENTUCKY, MISSOURI, MINNESOTA, Per Square, \$2.35. Per Square, \$2.50. Prices on other States on application. A square means 100 square feet. Write for free catalogue No. 326 CHICAGO HOUSE WRECKING CO., W. 35th and Iron Sts., Chicago

## Weevil Killed

All insects infesting grain or grain elevators can be killed by using

### "FUMA" BISULFIDE OF CARBON

which is prepared especially for ridding grain elevators and mills of these pests. If you don't want your grain graded "Rejected" on account of weevil, write for relief to

EDWARD R. TAYLOR,  
Manufacturing Chemist, Penn Yan, N. Y.

## ELEVATORS WANTED.

WANTED to lease an elevator in Illinois. Box 556, Minonk, Ill.

ELEVATOR wanted at good grain point. Give particulars. P. H. Daub, Helena, Ohio.

WANTED, to list your elevators for sale. Have cash buyers. Aaron Smick, Decatur, Ill.

ELEVATOR WANTED. Cash for good elevator in Illinois. Give particulars. Address R. B. Andrews, Washington, Ill.

WANTED TO BUY, 1 to 4 elevators in good grain country, Ill. or Iowa; give particulars in first letter. Dan Davis, Stuart, Iowa.

TWO or three grain elevators wanted in northern Iowa, or southern Minnesota. Address S. D., box 2, care Grain Dealers Journal, Chicago.

WANTED, to buy, an elevator in northern Iowa or Minnesota. Way-Johnson-Lee Co., 606 Corn Exchange, Minneapolis, Minn.

WANTED, to buy, rent, or location to build, a grain elevator. Give full particulars in first letter. Address M., box 6, care Grain Dealers Journal, Chicago.

ELEVATOR wanted to buy for cash in central Indiana town of 4,000 or larger. Must do good business; give particulars first letter. M. C. F., box 5, care Grain Dealers Journal, Chicago.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Exchange, 72 Traders bldg., Chicago, Ill.

## ELEVATORS FOR RENT.

WELL ESTABLISHED grain and storage business in large city for sale to party who can rent warehouse and elevator for term of years. Place well equipped with feed, grist mill, cleaner and dryer. Storage capacity about 75,000 bushels. Apply to F. B. Weeks, box 551, Houston, Tex.

## A PARTNER

### HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

BOILER 45 h. p., engine 25 h. p., for sale cheap. B. E. Morgan, Buckley, Ill.

SPRINGFIELD 10-h. p. Gas Engine, \$275. Carl Anderson Co., 23 N. Clinton st., Chicago.

GASOLINE engines for sale, 18 and 25 h. p. Practically good as new. C. H. Mohr, Oshkosh, Wis.

GASOLINE engines, all makes bought, sold, rented and exchanged. McDonald, 36 W. Randolph-st., Chicago.

"GUS" GAS AND GASOLINE ENGINES. None better made. The Carl Anderson Co., 23 N. Clinton, Chicago.

BOILER for sale, 60-h. p. tubular, 50 in. diam., 15 ft. long. McReynolds & Co., 313 Western Union Bldg., Chicago.

BOILERS for sale, all sizes, horizontal, tubular, complete. J. E. Russell, 1407 Manhattan bldg., Chicago.

SECOND-HAND Lewis gas or gasoline engine, No. 15, 20-h. p., in good shape. Rider Grain Co., Kentland, Ind.

OTTO GAS ENGINES, 4-horse and 10-horse power, can be altered for gasoline. Chas. E. Prunty, Main and Market, St. Louis, Mo.

TWENTY gasoline engines for sale, 6 Ottos, 2 Fairbanks-Morse, 12 Daytons. Write for catalog 326. Chicago House Wrecking Co., West 35th and Iron sts., Chicago.

FOR SALE or exchange for a 6-h. p. gasoline engine, a 16-h. p. center-crank steam engine with 20-h. p. boiler. Boiler only used 6 months. Entire outfit in first-class condition and now in use. Way-Johnson-Lee Co., Minneapolis, Minn.

FOR SALE—Secondhand gasoline engines, 1 to 50 h. p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

FOR SALE—75 h. p. slide valve engine, 12x24 cyl.; one 8x10 engine, 20 h. p.; one 6x9 engine, 15 h. p.; one horizontal boiler, 3 ft. by 12 ft.; one 8 h. p. Charter Gasoline Engine; one Deane Belt Driven Pump with two cylinders 5½x10 in. W. S. McKinney & Co., 204 Dearborn st., Chicago.

GASOLINE engines for sale: 25-h. p. Charter, 12-h.p. Charter, 6-h.p. Charter, 17-h.p. New Era, 10-h.p. Otto, 8-h.p. Pierce, 4-h.p. Pease, 3-h.p. White; No. 1 Willford 3-roller Mill, No. 2 Willford 3-roller Mill; 4-roller Mill; 2-h.p. marine engine and boiler; 7x10 steam engine and 20-h.p. boiler; 35-h.p. steam engine and 60-h.p. boiler. C. D. Holbrook & Co., Minneapolis, Minn.

## ENGINES WANTED

WANTED—10 or 12-h. p. second-hand steam engine; must be nearly new. O. M. Kelly, Dana, Ill.

AUTOMATIC OR CORLISS Engine of about 100 h. p. wanted. Address T. G. White, Marion, Ia.

## SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

FAIRBANKS Scale for sale, 10-ton, compound beam, 22-ft. platform. J. A. Snyder, Leipsic, O.

ONE thousand bushel hopper scale, with patent self-registering beam and leveling device, \$175. Address Barry-Wehmler Machinery Co., St. Louis, Mo.

THREE 40,000 capacity Fairbanks Hopper Scales, good as new. We found it necessary to replace them with larger scales and will sell at a great sacrifice. Address J. F. Harris & Co., Burlington, Ia.

REFITTED R. R. track, hopper and wagon scales; Howe, Fairbanks and Buffalo makes; good as new and will be sold cheap. All sizes in stock new of our own make. U. S. Scale Co., Terre Haute, Ind.

SECOND-HAND SCALES for sale, thoroly refitted and guaranteed good as new; 4-ton Fairbanks, 8x14, compound beam, \$60; 6-ton Buffalo, 7x22, combination beam, \$65; 4-ton and 8-ton Howe, double beam, 8x14, \$50; 8x22, \$70. Allen P. Ely & Co., Omaha, Neb.

## SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

WANTED—500 to 800 bu. hopper scale, Fairbanks, Howe or Buffalo; must be in good condition. Coats & Hinshaw, Winchester, Ind.

## NEW AND SECOND HAND MACHINERY

Send for our Catalog No. 58 C.

We handle everything needed in a grain elevator; can fill orders promptly and at lowest prices.

Our stock includes gasoline and steam engines, cleaning machinery, corn shellers and cleaners, feed mills, shafting, hangers, buckets, etc. When writing mention this paper.

**B. F. CUMP CO.**

ESTABLISHED 1872  
INCORPORATED 1901

53 So. Canal St., CHICAGO.

## MACHINES FOR SALE.

No. 4 Dickey Separator, good condition, cheap. G. W. Warner, Pickrell, Neb.

SCHROEDER Patent Grain Dump and Power for sale. J. J. Hadley, Osco, Ill.

FEED MILL for sale cheap: Nordyke & Marmon 2-pair high roller mill. J. W. Simmons, Pemberton, O.

SECONDHAND GAS and gasoline engines bought, sold or exchanged. J. M. Johnston, 217 Lake st., Chicago.

METCALF Bifurcated Car-Loaders for sale; bargain, secondhand. T. V., box 6, care Grain Dealers Journal, Chicago.

THE "EUREKA" Double Shoe Compound Motion, Two Fan Separator. Very cheap. Address W. H. Moorhead, 56 Traders' building, Chicago, Ill.

COMPLETE line of elevator machinery, including engine and boiler, for sale cheap. For list of machinery and prices address W. H. Aiman, Pendleton, Ind.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

One two-pair-high 9x14 Allis Feed Roll, one three-pair-high 9x14 Allis Feed Roll, one 18-in. Cogswell Attrition Feed Mill, one No. 7 Bowsher Combined Feed Mill with Elevator. All practically as good as new. C. H. Mohr, Oshkosh, Wis.

PORTABLE corn sheller mounted on wheels for sale. The Sandwich Mfg. Co.'s No. 2 will easily shell 3,000 bu. corn in ten hours, and clean it in a first-class manner for the market. It is new and only run to shell 15,000 bu., and is in perfect order. Price, \$200. H. C. Tinkham, Latty, Ohio.

FIVE 24-in. Cogswell Attrition Feed Mills; two No. 14 26-in. Foos Attrition Mills; No. 5 Monitor Warehouse and Elevator Separator; several Barnard & Leas' Separators; also Eureka and Invincible Separators. Above machines are in good condition and will be sold cheap. A. S. Garman & Sons, Akron, O.

## MACHINES WANTED.

MACHINES left standing idle will deteriorate, increase your fire hazard and the cost of insurance. Sell them; get them out of your way; put your money where it will earn something. Advertise in the "Machines for Sale" column of the Grain Dealers Journal.

## LUMBER and MATERIAL FROM THE BUFFALO EXPOSITION.

We purchased the buildings and property formerly owned by the exposition and now offer for sale 33,000,000 feet of fine seasoned lumber. Thousands of Sash, Windows and Doors, Engines, Boilers, Pumps and Machinery in general. Mile upon mile of Iron Pipe, Electrical apparatus of various kinds, Fire Apparatus, Iron Beams, Trusses, Columns, Benches, Builders' Hardware and thousands of other items too numerous to mention. All of the above will be included in our Exposition Catalogue, mailed on application. OUR PRICES WILL ASTONISH YOU

CHICAGO HOUSE WRECKING CO., Pan-American Dept. No. 78, BUFFALO, N. Y.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## GRAIN FOR SALE.

CLOVER and timothy seed for sale. Schlatter & Seaward, Bellevue, Iowa.

MILLET seed for sale; 1,000 bu. good German millet. J. J. Hadley, Osco, Ill.

SEED CORN AND OATS for sale in carloads or less. Send for samples. J. W. Berry Grain Co., Clarinda, Ia.

Four hundred bu. spring rye for sale at 70 cts. per bu. Will sell in any size lots, bags extra. Curtis Bros., Reed City, Mich.

WANTED—Grain and hay connections for large jobbing trade. Quotations desired at once. A. M. Walthour, Broker, Jacksonville, Fla.

CLOVER, timothy, field seeds of all kinds for sale, car lots or less; write for prices and samples. Crabbs & Reynolds, Crawfordsville, Ind.

MILLETS, DARK HUNGARIAN and SPELTZ for sale, carloads or less. Reasonable prices. Northrup, King & Co., Seedsmen, Minneapolis, Minn.

WHITE WHEAT in car-loads, if needing—write Sam Williamson, Salt Lake City, Utah. Address telegrams "Williamson," Salt Lake City, Utah.

EARLY OHIO SEED POTATOES, raised in the Red River Valley in North Dakota; macaroni wheat, millet, Hungarian, etc. Fargo Seed House, Fargo, N. D.

SNOW WHITE DENT CORN is by far the best milling corn in the world, also many other varieties for sale, by the originator. Catalogue and samples free. Suffern, The Corn Breeder, Voorhies, Ills.

SEED CORN, Michigan grown, is the earliest and produces large crops. Hammond's 60-day Flint, American Pride, Race Horse Dent and Thoroughbred White Dent are the 4 famous varieties to-day. Harry N. Hammond Seed Co., Ltd., Box 265, Bay City, Mich.

TIMOTHY, CLOVER and all kinds of farm seeds, seed corn, etc. I have choice seed corn and will sell in car lots or less to suit purchaser. Choice Seed Barley, Wheat and Oats in any quantity and prices the lowest. Get my prices and samples before buying. Dealers supplied promptly. E. B. Michael, Storm Lake, Iowa.

## GRAIN WANTED.

WANTED, straight, dark mixed oats. Send samples and quotations. W. H. Small & Co., Evansville, Ind.

## SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN DEALERS JOURNAL**

OF CHICAGO.  
COSTS 15 CENTS PER LINE.

## MILLS FOR SALE.

STONE, 4-story mill of 125 bbls. capacity, for sale at great bargain. In good town within 20 miles of Kansas City. Made a fortune for owner. Gate City Investment Co., 1219 Main-st., Kansas City, Mo.

ELEVATOR AND MILL for sale, daily capacity 1,800 bbls. flour, 5 cars. corn goods, storage 175,000 bu. wheat, 15,000 bbls. flour; 6-story stone and brick building; steam power; excellent shipping facilities on river and Big Four. For particulars apply to Chas. D. Stewart, 113 Merwin-st., Cleveland, O.

## HELP WANTED.

BUYERS WANTED—Competent men for our new stations. W. P. Devereux Elevator Co., Minneapolis, Minn.

WE WILL NEED two or three practical men with lumber and grain experience for country stations. Nye & Schneider Co., Mason City, Ia.

A GRAIN BUYER wanted to run country elevator; must have experience; permanent position for the right man. The Wallace Co., Port Austin, Mich.

STEADY MAN for grain elevator and lumber yard. State experience, salary expected and where last employed. Address Elevator, box 6, care Grain Dealers Journal, Chicago.

WANTED, experienced grain buyer to run country elevator in an Iowa town. German preferred. State experience and salary expected. Address S. L. W., P. O. Box 1,055, Des Moines, Ia.

TRAVELERS who call on country grain dealers can easily make something on the side and at the same time promote their regular business. Address Side Line, Box 12, Grain Dealers' Journal, Chicago, Ill.

## SITUATIONS WANTED.

POSITION wanted as buyer at country station by man of experience. Age 41. Address R. E. B., box 3, care Grain Dealers Journal, Chicago, Ill.

POSITION wanted in country elevator as buyer and elevator man. Three years' experience and best of reference. Address O. W. L., Box 2, care Grain Dealers Journal, Chicago.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

POSITION wanted in country elevator as buyer and elevator man. Three years' experience and the best of reference. Salary, \$45 per month to start. Address J. A. G., Box 11, care Grain Dealers Journal, Chicago.

## PARTNERS WANTED.

PARTNER WANTED to take half interest in grain, coal and stock business, 30,000-bu. elevator, in good town in eastern Kansas; \$3,000 to \$4,000 required. Address Partner, Box 14, care Grain Dealers' Journal, Chicago.

## MISCELLANEOUS FOR SALE.

CORN CRIB VENTILATORS, adjustable, fit any crib, reduce liability of deterioration to a minimum, the invention of N. S. Beale, Tama, Iowa. Write for particulars.

CHARTERS PROCURED under South Dakota laws for a few dollars. For corporation laws blanks, by-laws and forms write Philip Lawrence, late asst. Secretary of State, Huron, S. D.

## FREE to SUBSCRIBERS

If any subscriber to the Grain Dealers Journal desires a copy of the **GRAIN DEALERS AND SHIPPERS GAZETTEER** for 1899-1900, they can obtain one by sending 25 cents in stamps to prepay express charges. This book is said to contain the Freight Agents Official Lists of Grain Dealers and Millers on over 100 lines of Railroad. The names are arranged by railroads. The book contains over 200 pages and is well bound in cloth with flexible cover.

Address, **GRAIN DEALERS JOURNAL**, 10 Pacific Ave., Chicago, Ill.

**GRAIN DEALERS JOURNAL**

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator Post Office.....

.....bus. State.....



**LUMBER** We sell to everyone at the same price, strictly wholesale rates. We will sell to anyone.

**JOHN SPRY LUMBER CO.,**

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

## COMPLETE ELEVATOR OUTFITS.

We are HEADQUARTERS for Buckets, Scoops, Conveyors, Belting and all kinds of Supplies. Send us your Bill for Estimates.

**MIDLAND MACHINERY CO.,**

248 4th Ave. So.

Prompt Shipments Guaranteed.

MINNEAPOLIS, MINN.

## If You Want to Reach

The Grain Dealers of the Country  
Advertise in the Grain Dealers Journal.

## BETTER PRICES FOR YOUR GRAIN

can readily be obtained if you will purify it before shipment. Impurities, such as smut, must and mold odors can be entirely removed, and unnatural stains from water or other causes can be removed by our patent process of purifying and the grain made sweet and bright.

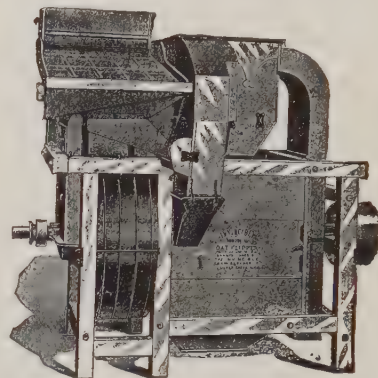
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SILVER CREEK, N. Y.



# GRAIN DEALERS JOURNAL

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BY THE

## GRAIN DEALERS COMPANY

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furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

### Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., MARCH 25, 1902.

What constitutes excessive margins?

The crop guessers will soon indulge in the usual spring nightmares.

Helping or patronizing a bucket shop will not raise a man's moral standard.

Making overdrafts and ante-dating bills of lading are two practices which merit the attention of all the associations.

C. Wood Davis of Kansas, after an explained silence of several years, is again aspiring to wear the title—Agricultural Statistician.

It is to be hoped that it will be decided this week to hold the next annual meeting of the Grain Dealers National Association in Memphis.

Shippers who have trouble should keep the secretary of their association posted. Give him a chance to remedy the friction before it becomes chronic.

Grinding Manitoba wheat in bond for export by Minneapolis millers will help Manitoba wheat prices and decrease the demand for American wheat.

With the anti-trust laws of Illinois and Nebraska both unconstitutional, the rabid law of Kansas has little show of receiving the support of the courts.

The elevator leg whose buckets continually rub the casing require several times more power for their operation than would be necessary if they were properly constructed.

The man who cannot gracefully protect the second party to a contract, when his inability to fulfill his contract forces a loss on the second party, should refrain from making contracts.

Arbitration continues to gain favor with country shippers. The Grain Deal-

ers Union of southwest Iowa and northwest Missouri has adopted the arbitration rules of the Iowa association.

Do not leave anything to be understood in your instructions to your commission man. State every condition clearly and explicitly and thereby reduce to a minimum the opportunity for misunderstandings and disputes.

Warning signs, such as "BOYS KEEP OUT," and "NO SMOKING," about an elevator can do no harm and may save a boy's life, prevent the emptying of a bin or the burning of the elevator. The cost of such precaution is not prohibitive. Try it.

The country grain business is in better condition to-day than ever before, and what is even more encouraging it continues to improve. The regular dealers are standing by their associations better than ever and as a direct result more effective work is being done.

Many Nebraska farmers whose wheat fields are green are credited with insisting that their wheat is all dead. They have so long persisted in pessimistic predictions that the grain dealers of the state are loath to credit their stories, especially since their wheat fields look very green.

With present insurance rates no elevator man can afford to have his engine in the elevator, or in a building attached to it. The greater the amount of grain stored, the greater will be the penalty he will pay for the privilege. If he would have the cost of his insurance reduced he must reduce the fire hazard.

The Interstate Commerce law has not yet been amended, but the Interstate Commerce Commission seems to be determined to do something. Drawing salary for idleness evidently has become monotonous. It would be delightfully refreshing to the shipping public were the Commission to accomplish the work for which it was designed.

The inability of the average layman to comprehend the grain dealer's system of dealing in options and hedging, as is frequently emphasized by the ludicrous expressions of judges, ministers and lecturers shows the necessity of referring all differences involving such trades to arbitrators familiar with grain trade customs and practices, if justice is sought.

The friends of Germany's farmers are so strong in the Reichstag that an increase in the duty on corn to over one-half cent per pound seems very probable. Germany does not raise corn, but cheap American corn competes with homegrown foodstuffs and depresses prices. Laws enacted to satisfy such unreasonable and selfish demands cannot long remain.

The Finance Committee of the United States Senate seems to be favorable to the retention of the tax on bucket-shops. This is decidedly encouraging, and if the le-

gitimate grain dealers will now earnestly take up the matter, with the representatives of their states in the Senate, the tax will surely be repealed. Do your duty to your business, write your Senators.

An Iowa shipper who some months ago put in a 1,000-bushel hopper scale says, "I have not had one shortage, and I know what I am doing. The scale has more than paid for itself." If the old, worn-out scales at country as well as terminal points were thrown out the trouble over weights would be greatly reduced. Modern weighing facilities are badly needed in many places.

Some elevator men who were compelled to suspend business last fall and winter because they could not obtain cars to load out grain are now arranging to increase the storage capacity of their elevators. In some sections of the country the tendency has been to build elevators smaller and smaller, but frequent car famines have shown that the buyer with ample storage room has a great advantage.

The day of jealous intolerance and petty spite work in the grain trade is passed and few farmers now find ready ears for incredible stories about the high prices of the other buyer and how he talks of running out all competition. The dealers are becoming more reasonable; they have more confidence in one another, and do not permit avaricious farmers to push them into overbidding contests.

One feature of Hanley's scheme for making money for Hanley, which attracts the farmers' elevator companies of the Northwest, is his plan to establish co-operative commission houses in each grain market to handle members' grain at cost. Every time this beautiful scheme has been tried the members have finally suffered heavy losses; as an instance we recall the old Scandinavian Elevator Co. and its immediate successor.

Care of cleaner screens may not seem necessary to many of the machine tenders and especially those in small country elevators who have various duties to occupy their time, but throwing the screens in a pile will not improve their working capacity. It is very easy for them to become broken, bent and dented so as to make it next to impossible to do good work with them. Screen racks could easily be constructed which would thoroughly protect them.

It will delight many grain dealers to learn that the Western Union Telegraph Company has recently lost a case brought against it to recover damages for losses sustained on 5,000 bushels of corn by reason of its most excellent service. A Nebraska firm wired one of its agents to sell the corn to a feeder, but for some inexplicable reason the message was not delivered for two days. In the meantime the feeder had shipped in the corn and the



would-be seller lost three cents on 5,000 bushels it had stored at that station. The telegraph company admitted the delayed message, but with usual perversity refused to pay.

An Iowa correspondent raises a pertinent point in this number regarding the payment for grain in funds current at par at point of sale. He claims that shipper shud pay exchange for transfer of his credit to his home bank only when he sells the grain f. o. b. cars at some point other than his home station, and his ground seems to be well taken. We will be pleased to have the opinions of others for publication in the next number. Let us hear from you.

The daily newspapers of Peoria, Illinois, have published many false statements regarding the grain dealers of the central part of the state, who have tried to organize without admitting the reporters. The daily press has abused the privilege granted its reporters so often, that most of the associations now decline to admit them to their meetings. The reporters have no interest in the dealers and are ever seeking something from which to make a sensational story.

It does not pay to slight any part of an elevator, even tho it be a part not ordinarily subjected to hard usage, and of all parts the foundation is one meriting honest work and material. A large storage plant consisting of steel tanks was placed upon an inferior foundation with the result that a new foundation must now be placed under it or the entire plant rebuilt. Rumor has it that the weak foundation has caused tanks to shift so much as to do permanent damage.

When planning your improvements, better make sure to include machinery which will do the work for which it is purchased. The tendency to over-rate the capacities, especially of gasoline engines, has misled many a grain man who was eager to save the extra cost of a couple of horse power. It is far better to have the power plant greater than needed than too small. Not only is it better on account of the possible demand for more power, but it is generally conceded that a gasoline engine can be operated more economically if not pushed to the extreme limit of its capacity.

The dealers who fear their association will be disrupted by "going into politics," every time it seeks legislation for the amelioration of grain trade troubles, or the appointment of an honest and competent grain inspector, need to give careful study to grain trade interests, that they may discriminate more closely between business and politics. The time is not far distant when grain dealers of the country must take an active interest in the management of the inspection departments now run purely for the advancement of

the selfish interests of the politicians. Honest, competent and reliable men must be kept in charge of this work—the interests involved are too great to be trifled with by precinct politicians.

If the Interstate Commerce Commission succeeds in compelling the railroad companies to stop giving rebates and to maintain the published schedule it will earn the eternal gratitude of the grain shippers of the country, and should have the thanks of the railroad companies. It would seem rather comical for the rail carriers to fight an injunction to restrain them from cutting their own rates, but such action seems probable. If the rates are to be cut to any, they should be cut to all. It may be that an open schedule will be established which shall graduate the rates according to the quantity shipped, as has been suggested by some. If such rates are established it will result in shippers having the largest number of carloads to offer getting the lowest rates.

The use of oil has enabled many millers and elevator men of the Southwest to obtain a convenient and clean fuel at small cost, but a recent experience of a Texas firm has disclosed the fact that the new fuel brings with it an unthought of danger. One man who ventured into the fuel oil house was overcome by gas and never recovered, and three more came near losing their lives in an effort to save the first. In cleaning oil storage tanks in the older oil regions it is customary to send two men, one of whom remains on the outside to draw out his comrade should he be overcome during the five minutes he is expected to remain inside. Some of the oil burners will profit by the experience of the Texas firm, but the majority will insist upon learning the lesson by actual experience.

Judging from the advertising space given the Central Grain & Stock Exchange of Hammond, Ind., in our contemporary it is trying to pose as a regular cash grain house, despite the fact that it has applied for and received a federal license to conduct a bucket-shop at Hammond. Its officers are Jas. F. Southard, Wm. A. McHie and C. W. Bickell. It is incorporated in Delaware, hence if the Chicago Board of Trade wishes to prosecute it for stealing its quotations, suit must be brought in Delaware. All of the agents of the Central Grain & Stock Exchange in Indiana, with one exception, are licensed to do a bucket-shop business. Remarkable as it may seem this bucket shop is building an elevator at Hammond and bidding for grain from Kankakee. It is hard to comprehend what a bucket-shop wants with grain, real grain, but nevertheless it is bidding for three grades of corn and two of oats. As no inspection is specified the Central Grain Exchange may be presumed to have established an

inspection force of its own. Whether it will know beans from corn has not yet to our knowledge been established.

The resolution adopted by the Toronto Board of Trade, calling for the examination of cars loaded with grain, upon arrival, truly merits emulation in other markets. The car openers who precede the grain inspectors in the inspection yards of the different markets, generally have sufficient time to note the result of their observations on the condition of the car, doors and seals, when they reach the car. So many opportunities are given the grain thief at present that the wonder is the shortages in shipments to central markets are not much heavier than complaints would indicate. In some of the markets the inspectors themselves are responsible for some of the shortages. Thru carelessness they leave off boards which they find necessary to remove, in order to enter the car to inspect its contents. Later the car is switched to an elevator, or, probably, to another part of the city, and the grain shifted from one side to the other, until many bushels leak out over the remaining boards at the door. Many complaints along this line have been registered against the Chicago Grain Inspection Department, with the result that very fair promises have been made, but not always carried out. The lax manner in which grain is handled from country point to point of destination, careless cooping, poor grading of cars on out of the way side tracks and in elevator yards, all must give way to greater care of the property before the shortage trouble will disappear. However, any action taken, which looks to the protection of the property, the detection of thievery, or of carelessness is sure to result in the reduction of shortages due to such causes. The Toronto Board of Trade is to be complimented.

### Board of Trade After the Northwestern Bucketshops.

The Chicago Board of Trade on Mar. 22 brot suit at Minneapolis, Minn., to restrain the use of its quotations, against Bedell & Van Strum and the Coe Commission Co., alleged bucket-shops of Minneapolis, Minn., the latter having branch offices at 16 points in Minnesota, as follows: Peter W. Corrie, agent, Le Sueur; Philip Dick, Jr., St. Peter; Stanley M. Crimp, Sleepy Eye; Gus F. Theiring, Springfield; William Koch, New Ulm; Frank A. Marvin, Tracey; R. V. Baasen, Marshall; W. C. Spornitz, Canby; A. J. Clark, Pipestone; R. L. Irvine, Melrose; R. L. Irvine, Alexandria; Gordon Wimmer, Fergus Falls; A. W. Leggett, Crookston; J. Ryzek, Lamberton; C. O. Nelson, Pelican Rapids; R. B. Beaman, Mankato. Frank A. Bedell and Frederick Van Strum compose that firm, and the members of the Coe Commission Co. are Edward F. Orth, Amos C. Martin, Harry L. MacRae and Geo. J. Hammond.



## ASKED AND ANSWERED

### HOW GET RID OF WEEVIL?

Grain Dealers Journal: Can some reader of the Grain Dealers Journal tell us any way to get rid of weevil? We are overrun with them. Any suggestions will be thankfully received.—A. & M.

### WHO SHUD PAY EXCHANGE?

Grain Dealers Journal: Who shud pay the exchange on drafts drawn by a shipper on grain sold f. o. b. shipper's track?

I hold that if grain is sold on my track funds in payment shud be par at my town and party buying the grain shud pay the exchange. Chas. F. Davis, Pacific Junction, Iowa.

### IS COMMISSION MAN LIABLE?

Grain Dealers Journal: Some time ago I consigned five cars of barley to a commission firm and they sold the grain to a concern which failed before settling for it. I would be pleased to know whether or not the receiving house is liable, or must I stand the loss of grain and freight? I was under the impression that the receiver sold the grain for cash and was liable to the shipper for its net value. Any information on the subject will be thankfully received by J. B. H.

Grain Dealers Journal: We believe it to be the custom with commission firms, when the buyer of a consignment fails, to bear the loss. We always guarantee sales to shippers.—Rumsey, Lightner & Co., Chicago.

Grain Dealers Journal: We have always taken the position, and consider it a part of our duty, to make sales only to responsible parties. Wherefore it necessarily follows that we guarantee all sales.—Gerstenberg & Co., Chicago.

Grain Dealers Journal: We are informed by attorneys that the receiving firm would be liable in cases where grain consigned to them is sold and delivered to parties who fail to pay for the property. The firm is authorized to sell for cash only.—W. F. Johnson & Co., Chicago.

Grain Dealers Journal: In case a party to whom a commission house has sold grain meets with financial failure before settling for said grain, we would say a commission firm receiving consignments from shippers is supposed to know whether the party to whom he sells consignments is solvent or otherwise, and in case of inability to collect the property sold arising from the failure of the buyer the commission firm is liable to the shipper for the loss sustained. We know of no reputable commission house taking a different view.—L. Everingham & Co., Chicago.

### CONTRACT NOT MADE.

Grain Dealers Journal: On the question of whether a contract was made between Jones and Hanley & Co. under facts stated in the Journal of February 10, and concerning which I gave my opinion in issue of the 25th, I have read with interest the communication of Suffern, Hunt & Co. in March 10 number.

I still claim that taking the telegram of Jones and the telegram of Hanley, we do not find an offer and an unqualified acceptance. Hanley agrees with Jones on the amount, but is silent on the question of terms. The further communications between the parties, of course, would not change the contract, if one had been made, but at the same time they are im-

portant and would probably go before the court on the question as to the intention of the parties, evidence of intention being competent where there is a latent ambiguity. It is easy to see that, according to the old test, there was never a meeting of minds. Certainly on November 6, when Hanley sent the telegram, he accepted the amount and not the terms. Suffern, Hunt & Co. say that the contract was accepted immediately by wire without any qualifications. If that were so, the rest of what they say would be correct, but an omission to accept one of the several stipulations of an offer is just as important as an acceptance in which a stipulation is added.

While still entertaining this view I shall be glad, as I always am, to have the opinion of other and more eminent counsel. I beg leave to say, however, that I do not think such an opinion would be of any great value to the trade, as every one of these questions of offer and acceptance is different and each one must be answered by itself.—Ans. by Mitchell D. Follansbee, 205 LaSalle st., Chicago.

### EXPLOSIONS IN EXHAUST PIPE OF ENGINE ARE HARMLESS.

Grain Dealers Journal: In addition to the various reasons advanced for the loud explosions complained of by S. W. S. in the Journal, we would say the trouble with his gas engine usually and, in fact, almost invariably results from one of two things, either from not giving the engine enough fuel, i. e., starving the engine or from the igniter being out of order or he battery run down and the spark weak, i. e., if electrical ignition is used.

If the engine is not given enough fuel, the charges taken are too weak to explode and consequently the charge is exhausted from the cylinder into the exhaust pipe unburned. A certain amount of this live charge remains in the cylinder in place of the burned gas which would be there had the charge exploded, and consequently the following charge may be sufficiently enriched by the live gas left in the clearance space to explode. When this is exhausted into the exhaust pipe, the large, hot flame from the exhaust will ignite the previously unexploded charge in the pipe, causing the loud report.

On the other hand, if the engine is receiving enough fuel and making the mixture properly, but the battery is weak and does not give a hot spark, or if the igniting mechanism is out of adjustment or condition so that it will not spark at all, this charge likewise is exhausted unburned and the first succeeding charge which is exploded in the cylinder will ignite in the pipe causing the same explosion.

These pipe explosions are entirely harmless, however. If an engine is so designed that there is not means of preventing the live gas or gasoline which is fed into the engine from passing back into the air suction pipe and into the bed, and the fuel valve is leaky the fuel which has passed back under the bed may be ignited by the regular flame when ignition takes place and cause an explosion through the leaky valve into the bed and this of course is dangerous, being likely to blow the bed to pieces. This sometimes occurs, but should not where engines are designed to prevent any possibility of live fuel working back through such channels. So long as these explosions are merely in the exhaust pipe or pot there is no harm from them.—Columbus Machine Co., Columbus, O.

## LETTERS FROM THE TRADE

### ARBITRATION.

Grain Dealers Journal: We believe that the person who, in good faith, offers to settle a difference by arbitration makes an unqualified concession to the rights of others and solicits of his opponent friendship and good will.

The person who refuses to arbitrate a difference indicates a disposition to be arbitrary, unreasonable and unfair, and is not worthy of the confidence and good will of his fellow-tradesmen.—Geo. A. Wells, secretary Iowa Grain Dealers Association.

### HAS SHORTAGE.

Grain Dealers Journal: I, for one, have had much the same experience with Toledo weights as our friend, M. J. Lee of Attica, Ind.—so much so that I have been compelled to quit shipping there altogether.

My shipments to Toledo average a little more than 8 bushels short to the car; and out of 42 cars shipped to Buffalo, our shortage is less 2 bushels per car, there being a difference of about 7 bushels per car in favor of Buffalo. The grain was weighed by the same weigher and upon the same scales. I have never made any protest, but simply had to avoid Toledo. Outside of weights I like Toledo buyers, excepting one firm.—F. R. Pence, Williamsport, Ind.

### LOADING FEE FOR REGULAR DEALERS.

Grain Dealers Journal: I read a letter from F. C. Wegner in the last number of the Grain Dealers Journal, in which he proposes that the regular dealers should be protected by the railroads giving them better freight than scoop shovel dealers.

A loading fee would be more likely to be granted by the railroads, and could not be considered a discrimination, since the same fee could be offered to all who furnished the same services, viz., freight houses. The railroads furnish freight houses for the reception and storage of other freight to be loaded into cars, and the proprietor of a grain elevator ought not to be expected to furnish the same facilities for nothing.—R. S. M.

### CONFINE MARKET REPORTS TO DEALERS.

Grain Dealers Journal: I suggest that the grain dealers everywhere devise a plan to keep market reports more confined to dealers and not scattered broadcast over the country.

Many farmers ask a dealer or commission firm for top prices and then come and want to sell two, three or five hundred bushels of grain. When we make an offer at as good a quotation as we can he pulls out his quotations and wants the full benefit of the market therein.

Dealers should be more rigid in their rules as to sacks. If all dealers at country warehouses and elevators would make it a rule in letting sacks to farmers to sack their threshed grain, and haul it in, to loan the sacks free for two to six days, according to distance and amount of crop, and if not returned at such time charge rent at 1/2-cent per day, and upon all sacks not returned charge full value, deducting price out of the grain on settlement, much loss would be overcome thereby. This arrangement should be understood when the sacks are let out.—J. E. Smith, Birds, Ill.



## Elevators at Indian Head, Canada.

Virgin soil always has given the best returns to the wheat grower. Hence it is that in new countries under favorable weather conditions the wheat harvests are phenomenal.

The eastern states of the union once were famous for their wheat. So was Michigan. Now that wheat culture has extended to the western extremity of the Mississippi Valley, the only large areas of unplowed sod are found far to the north, in the Dominion of Canada.

In Assiniboia, Northwest Territory, the average yield of the crop of 1901 was high, some farms producing 54 bushels per acre, with from 32 to 50 not uncommon. At Indian Head, which is the center of recent development in Southern Assiniboia, is a government experiment station which has kept a record for eight

## Indian Corn---Its Manufacture into Starch and Glucose---By-products.

Indian corn is composed of four parts known commonly as the hull or outer covering, the starch or white substance, the meal or yellow material, and the germ or seed.

When received at the factory of the Glucose Sugar Refining Co., in Chicago, the shelled corn is passed thru fine sieves and over magnets, to remove the dust, pieces of cobs and extraneous matter.

To soften the kernel and facilitate the separation of the germ from the glutinous portion the corn is steeped in large vats containing a weak solution of acid. Steeping continues for 30 to 40 hours, the time varying with the temperature of the water and the condition

ture to make a good cake when placed in the cake mold. The meal is placed in a press having a pressure of 4,000 pounds to the square inch and kept there for one hour. We have two products—the oil and oil cake.

The ground mass left in the separators contains the raw starch, meal and bran. It is passed through ordinary stone mills the same as used in the milling of wheat flour. The object of this step is to get the corn in as finely a ground condition possible, making the starch more easily washed from the feed. It is made into a very thin solution by the addition of water and passes slowly over fine bolting cloth, which allows the starch and meal to pass through, leaving the hull or bran on the cloth. It is slowly washed over the end of the shaker into a conveyor, from which it is pumped to dry house, where the moisture is reduced to about 10 per cent.

The most difficult task is the separation of the starch from the meal. This is accomplished by means of long tables slightly inclined. The starch being heavier sinks to the bottom, builds up a solid layer, while the gluten passes off the ends of the tables by means of a current of water. Large tanks are filled with this thin gluten. It remains here some time to settle. The gluten forms in a layer and above is the water, which was used in process. The water is drawn off, the gluten pumped out and carried to large iron presses, where the water is expelled by means of compressed air. The gluten is in large cakes, which are broken up, the fine meal going to the steam driers, from there it is prepared for market.

The starch, in a solid form containing about 50 per cent of water, is broken up, transferred on trays and wagon to starch kilns, where the temperature is maintained to drive off the water and produce the marketable pearl starch, which is used by textile manufacturers and confectioners. This also furnishes material for large derivations, such as special starches, dextrines, gums, glucose and grape sugars.

By grinding the pearl starch and passing it through the necessary bolting appliances, we obtain powdered starch, used by confectioners for molding, by the manufacturers of baking powder as a filler and by the cook for culinary purposes. Laundry starch or thin boiling starch is readily soluble, produces a fine gloss, runs freely, penetrating linen to a greater extent than wheat starch. The Chicago factory, the only factory making this starch, produces over 250 barrels per day. Confectioner's starch, a thin cooking starch, is chiefly used for gum work. Refined grits, which is used by brewers in the manufacture of beer, is a starch of the highest purity.

Dextrines are made by treating powdered starch with minute quantities of acid and roasting the mixture at high temperatures. According to the length of time heated and the amount of acid used, the color of dextrine thus obtained varies considerably from a white to yellow, every shade of color being produced in the different grades. The following are the brands found on the market: AA and A dextrine, a white product; B dextrine, of a slightly yellowish color; C dextrine, a yellow of darker shade; British gum and special mixture are also made. Dextrines are used in textile industries for fixing the dyes and colors on the fabrics, especially in calico printing; in the manufacture of paper boxes, wall paper, inks to gum envelopes and



Elevators at Indian Head, Assa., N. W. T.

years of the yearly wheat yield on the experiment farm, which shows an average of nearly 38 bushels per acre. Farmers in all directions from the station have had better results.

One of the heaviest grain shipping stations is Indian Head. The engraving herewith shows a number of the grain elevators at that place along the track of the Canadian Pacific Railway. At present the glut of grain is so great that the farmers have had to build more than 100 temporary flat warehouses in the vicinity of this station. Cars are lacking for the long haul to Lake Superior. The distance is 300 miles to Winnipeg and 600 miles to Duluth.

Flax wilt, a name applied to the dying out of whole fields from an obscure disease believed to arise from the impoverishment of the soil, has been investigated by Professor Bolley, of the North Dakota Agricultural College, Fargo. The wilt is due to a minute fungus parasite which grows on the inside of the flax plant, and is practically indestructible, getting into the roots and soil and remaining there for years. The disease is passed on to new soils by means of the seed flax. At threshing time the fungus is rattled off the straw on to the seed and remains there. Professor Bolley has issued a pamphlet on the subject.

of the corn. The water is drawn off and the corn passed to Foos Mills or crackers.

The mills are adjusted to break up the starch body, thus freeing the germ with very little starch adhering to it. This thick mass is pumped into long vats, called separators, containing a mechanical device which separates the germ from the ground mass. It is carried over coarse wire shakers, the fine starch being pumped back to the separators, where it is a very important factor. The coarse material that passes over the shakers is thoroughly washed with lukewarm water to remove as much starch as possible. It is then carried by means of water to large hydrate presses, where the moisture is reduced to about 36 per cent, enabling it to be more easily handled. Next the coarse material passes through a series of steam heated drums until free from moisture, to permit of grinding. These mills are as roller mills. The first set of mills crushes the germs; then it passes to the second set where it is reduced to a powdery meal.

This meal is too dry to extract the oil so it must pass through another simple process to be in the proper condition so all the oil may be expelled. This device is called the cooker. The meal is tempered, that is, raised to a certain temperature, and have sufficient mois-



stamps, and in the preparation of surgical bandages. Special mixture is made into mucilages. American gum is dextrine in its chemically pure state. Of all the dextrines it approaches gum arabic the closest. It is used in the manufacture of confectionery, where it is substituted for the natural gum. It takes the place of paraffin for coating candy, and in the preparation of pepsin.

The raw starch has still more products, the most important being glucose or grape sugar. In order to produce glucose from starch the latter is treated with a minute quantity of pure muriatic acid, diluted with an excessive amount of water. This mixture is treated under pressure for a short time, and then every trace of acid is neutralized with the carbonate of soda, forming common salt as used on the table. By varying the temperature, pressure, and degree of acidity, the action of starch is changed at will so that a variety of sugars can be produced. Where the acid treatment or "conversion" is carried the furthest, solid sugars are obtained—the grape sugars. When the conversion is carried to a lesser degree a liquid is obtained called glucose. Glucose liquor is treated the same as sugar liquors in cane or beet sugar factories, that is, passed through bone-black filters and evaporated in the vacuum pans to the desired weight. The following are the brands known on the market: 41 and 42, jellies; 43, crystal, or 3 XXX; 44, crystal, or 4 X; 45, crystal, or 5 X. No. 41 glucose is used by mixers of syrups and jelly manufacturers. No. 42 glucose is used chiefly by brewers. Crystal glucose is the grade ordinarily used by confectioners and is called confectioners' glucose. It is used in proportions varying from 35 to 90 per cent. Gum drops consist of 90 per cent glucose, 2 per cent starch.

As to grape sugar, we have the following: Anhydrous, Climax and No. 70 sugars. Anhydrous contains 97 per cent of saccharine and possesses the same degree of purity and wholesomeness as the best grades of cane sugar. For this reason it is sold as a chemically pure sugar in the drug trade, in Germany. It is used in the manufacture of bottled beer and wine. Climax or No. 80 sugars are made in four grades: white Climax, pale Climax, standard Climax, and special dark Climax. These products are known in England as solid glucose. On account of the large yield of extract which can be procured from these sugars they are constantly growing in favor abroad as well as among our domestic brewers. These sugars have proved peculiarly suitable for the preparation of ale, porter and stout. No. 70 sugar contains 70 per cent of dextrose, is used in the brewing of lager beer, also for making caramel and sugar coloring. It is now being used as a filler in leather.

Let us now take up the various products obtained from the germ and meal.

The germ which contains almost all the oil found in corn is removed by a mechanical device. After washing to remove the adhering starch, it is dried, ground and pressed, yielding two products, the oil, and oil cake, or germ oil meal. The oil is of a reddish yellow color, transparent and has a pleasant odor. It does not undergo any perceptible change or become rancid by age, as is the case with mose vegetable oils.

Corn oil, being a semi-drying oil, has many advantages over linseed oil in the manufacture of paints. Its purity of color enables the manufacturer to produce

various tints and some of the most delicate shades. It also retards the rapid drying quality of the oxide of zinc, and prevents the solidification of the pigments in the kegs. Corn oil is used very extensively for the making of various kinds of soaps, leather dressing and rubber substitute. Oil cake, or germ oil meal, is the cake produced in expelling the oil from the germ. It is a well balanced ration for the dairy cow, having a protein value of 27 per cent, and carbohydrates of nearly 50 per cent. Experiments show that it contains over 20 per cent more digestible material than linseed or cotton seed meal. Very good results are shown, when used as a horse feed, giving a very sleek appearance to the animal. No bad effects are noticeable from over-feeding causing the animal to get "off feed" as in the case where linseed or cotton seed meal are fed. It is used very extensively among the European stockmen, as may be seen from the enormous demand from that country.

After the starch has been separated from the remaining gluten and bran, which is effected by washing the gluten as it is carried over fine bolting silk, there is obtained two very different products, one a very fine meal called gluten meals, the other a coarse bran resembling wheat bran. The gluten meal or pure gluten of corn is almost wholly digestible, containing over 40 per cent of protein, which is the flesh forming product found in feed. It was placed upon the market as a wet slop, similar to brewers' malt. Serious objections were raised. It was bulky and very heavy; putrefaction would start as soon as it was placed in a warm place, and after this souring had gone on the stock would not eat it with a relish as they

corn, bran and gluten meal, making one of the best balanced rations on the market. It is one of the most popular feeds, as it can be fed without mixing other feeds to lighten the ration. One ton of gluten feed fed to milch cows is said to give better returns than two tons of wheat bran, with considerable difference in cost in favor of gluten feed.

### Testing Seed Corn.

The method of testing seed corn which has proven most trustworthy at the Illinois Agricultural College consists in partly filling a plate with clean sand, wetting it thoroughly with cold water, then allow it to settle and drain off the water which accumulates at the top. Select ten ears of corn of the same variety, and take one kernel from the tip, middle and butt of each ear, making thirty in all. Then place them tip downwards in the sand, allowing about one-eighth of the kernel to protrude above the surface. Cover with dry sand, and place over all this a smaller plate and set in any convenient place where the temperature can be maintained at 92 degrees F., the most favorable temperature for germinating corn.

In from five to seven days 97 per cent of the kernels should have germinated, and if not the seed should not be planted.

It is a good plan to keep a record sheet of the date of planting, variety, number of seeds planted, temperature and per cent of seeds that sprouted.

### Electric Elevator at Princeton, Ind.

"The only large electric elevator in the county, we invite you to come and see it in operation," is the cordial invitation extended to its many friends and customers by the Princeton Elevator Co. of Prince-



Electric Elevator at Princeton, Ind.

do the gluten meal, now placed on the market in a dry form.

Bran or ground hull is dried in large steam-heated drums to reduce the moisture to almost 10 per cent. It only remains to be ground fine and it is ready for consumption. This is used extensively to lighten the feed ration for dairy cows. It is an excellent feed for sheep and horses. It has a nice bread smell that the cattle relish and produces a large flow of milk.

Gluten feed is a combination of fancy

ton, Ind., whose elevator is shown in the accompanying engraving.

The plans and description of this house were given in the February 10 issue of the Journal. The elevator was originally operated by steam, but recently an 18 h. p. alternating current electric motor was installed to drive the machinery.

The elevator is equipped with two ventilated corn cribs, which will also hold small grain. A cob room has been built large enough to hold a car load, when it is full, shipment is made.



## SUITS AND DECISIONS

John P. Paustian has brot suit against the Davenport Malt & Grain Co., Davenport, Ia., for \$5,000 on account of alleged injuries.

A jury allowed \$200 damages to L. A. Hayes at Denver, Colo., on account of the Rio Grande Fuel & Feed Co. having sold him fall wheat for spring wheat, thereby causing him to lose his entire crop.

The district court at Butte, Mont., in a recent suit, held that dealers in goods that have to be weighed, who do not conform with the law requiring scales to be tested and stamped, cannot collect thru the courts.

After four years of consideration the court has granted the petition of the Dent Grain Co. for a new trial of its suit against L. Silver, at Sioux City, Ia. The first trial was had Feb. 10, 1896. Some of the important witnesses are dead.

L. B. Pickering has filed a petition in the district court at Muscatine, Ia., against the Grain Shippers Mutual Fire Insurance Co., of Ida Grove, Ia., for the payment of \$1,264, the adjusted loss on his elevator which was damaged by fire Dec. 10, 1901.

In the suit of the Globe Elevator Co., of Waukesha, Wis., against J. C. Thomas, for the restitution of several thousand dollars alleged to have been misappropriated by defendant while serving as manager and vice-president of the company, Judge Griswold on March 5 decided in favor of Mr. Thomas.

B. F. Baker, of Glenaven, Ill., has brot suit against the Nashville Grain & Storage Co., to recover a balance of \$2,176, claimed to be due on a consignment of 6 cars of corn and oats. It is alleged the Nashville firm was insolvent when the grain was sold, in January and February, and that there was no intention of paying for the grain.

A. O. Slaughter & Co., of Chicago, it is said, will bring suit against Bidwill, Rannels and Lindly, who were members of the Illinois railroad and warehouse commission at the time the Chicago Elevator Co. borrowed large sums upon the security of grain not in the elevator. It is alleged that the negligent administration of the warehouse law made the fraud possible.

Where each of the parties to an arbitration selects his attorney as one of the three arbitrators, and with full knowledge of the other party, and without objection consults with his attorney in relation to the matters during the pendency of the proceedings, neither party can object to the award on that ground. *Frankenfurth v. Steinmeyer*, Supreme Court of Wisconsin, 89 N. W. 148.

The Duluth Elevator Co. will apply to the supreme court of North Dakota for a writ to determine whether the state board of equalization has power to single out grain elevator property for an increase in assessment. It is alleged that the board in some counties raised the valuation of elevator property from 10 to 100 per cent without increasing the valuation of other classes of property in the same proportion.

Where the consignor of property which a railroad company agreed to transport from one point to another, partially over connecting lines, signed and received from the connecting lines bills of lading in which they assumed all liability, there was sufficient evidence that such consignor did not regard the original carrier as having assumed a carrier's liability for the

entire distance. *Hartley v. St. Louis, K. & N. W. R. Co.*, Supreme Court of Iowa, 89 N. W. 89.

If a bill of lading issued by a common carrier states the value of the property received for shipment, or the maximum value thereof, either as declared by the shipper or without specifying the same to be so declared, and the latter, without objecting to such stated value, delivers his property to the carrier and receives the bill, he thereby assents to the terms thereof as regards such value. *Ullman v. Chicago & N. W. Ry. Co.*, Supreme Court of Wisconsin, 88 N. W. 41.

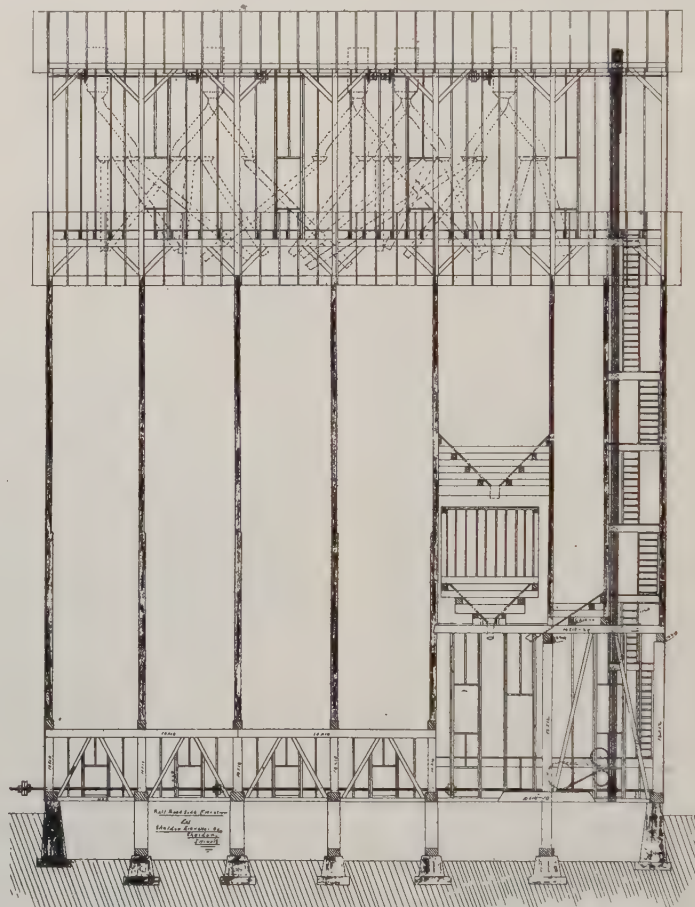
A ship, just prior to her leaving Liverpool for a voyage to San Francisco, had carried a cargo of wheat from Portland, Ore., to Ireland, and delivered it in good condition. In Liverpool she was in-

## Sheldon Elevator Co.'s New Elevator, Sheldon, Ill.

If one is to build an elevator, it will pay to build it as if it were to be a permanent home, both as to convenience in arrangement and materials used in its construction. To do so the first thing necessary is to secure the services of one who fully understands the construction of a modern elevator.

The accompanying engravings show the ground plan, end and side elevations of a well arranged elevator built for the Sheldon Elevator Co., at Sheldon, Ill., by the Reliance Mfg. Co., of Indianapolis.

This house is 64x39 feet and 6 inches, 84 foot to top of cupola and 55 foot to top of bins. The walls of the building and



Railroad Side Elevation of New Elevator at Sheldon, Ill.

spected by competent persons, and her decks found in fit condition. On the return voyage she encountered gales and heavy seas for three weeks, while rounding Cape Horn, during which she labored heavily, and her deck seams opened, admitting sea water, which caused damage to her cargo. Held, that such evidence was sufficient to sustain her claim that she was seaworthy when the voyage was begun, and that the damage was caused by the perils of the sea, owing to the unusually rough weather encountered. *The Marechal Suchet*, 112 Fed. Rep. 440.

A crusade against gasoline is being conducted by the western manager of an insurance company, J. L. Whitlock, who says: "As you value your own life and property and that of your neighbors, lend your influence toward having the death-dealing, fire-distributing, home-destroying stuff banished from your community."

bins are constructed of 2x8 and 2x6 inch cribbing.

Six of the 18 bins are deep, going to the basement, while the others start at the ceiling over the part occupied by the working floor and driveway.

The working floor is 24x28 feet, on which is located the cleaner and scale beam for the hopper scale.

The driveway runs through the house and has dumps.

In the basement are located the boots, chain drags from the receiving sinks under dumps, and from under the deep bins, the corn sheller, and the line shafting for transmitting the power to the different drags.

The house has 6 stands of elevators, 5 running to cupola, while the other goes only from the sheller to the cleaner. Two are equipped with 12x7 inch buckets, three with 14x7 inch and one with 16x7 inch.

The 600-bushel hopper scale is located



on the track side above the working floor.

This elevator is built next to the old house, which is used for storage purposes, grain being distributed to the various bins thru the conveyor gallery at the top.

Power is transmitted to the line shaft in the cupola by a rope drive. A chain belt connects the elevator head with the

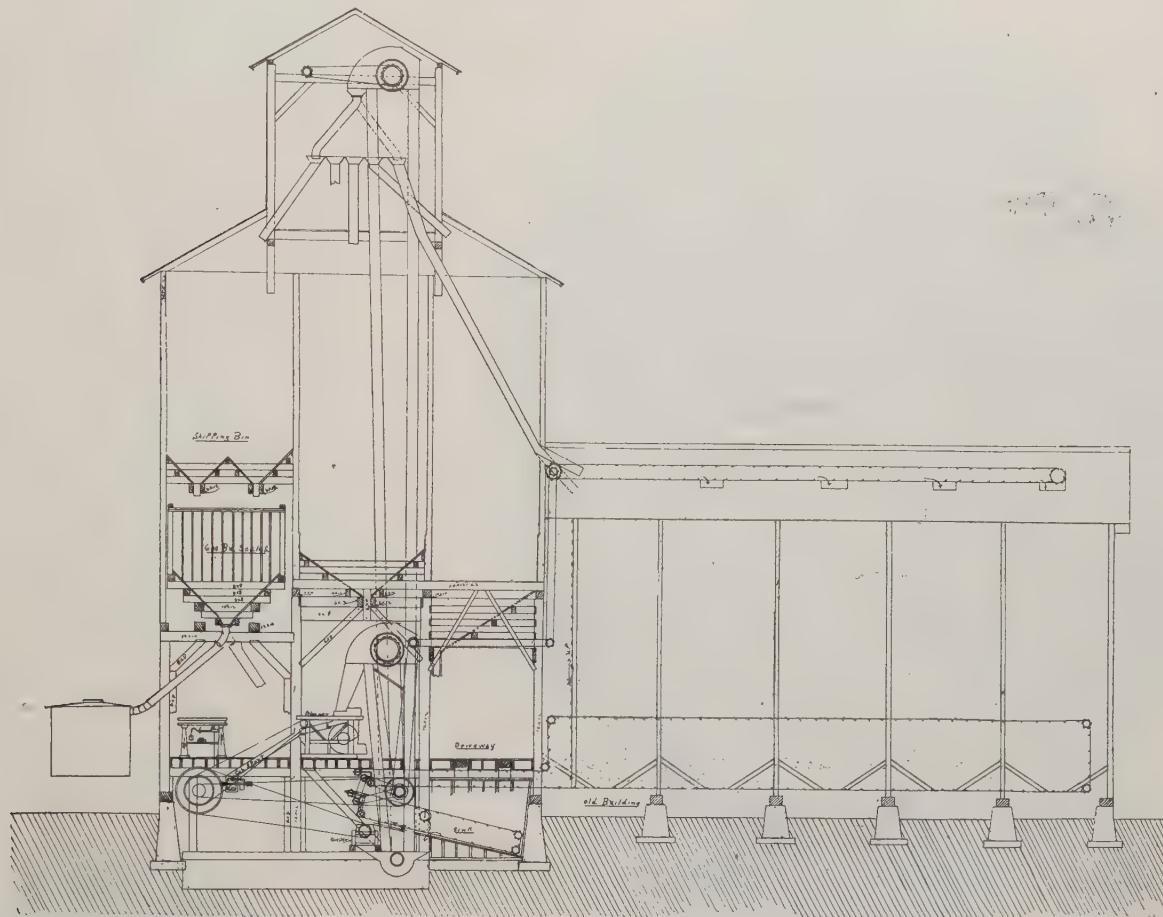
### Shucks.

Argentina's flaxseed crop for 1901-2 is officially estimated at 12,893,102 bushels.

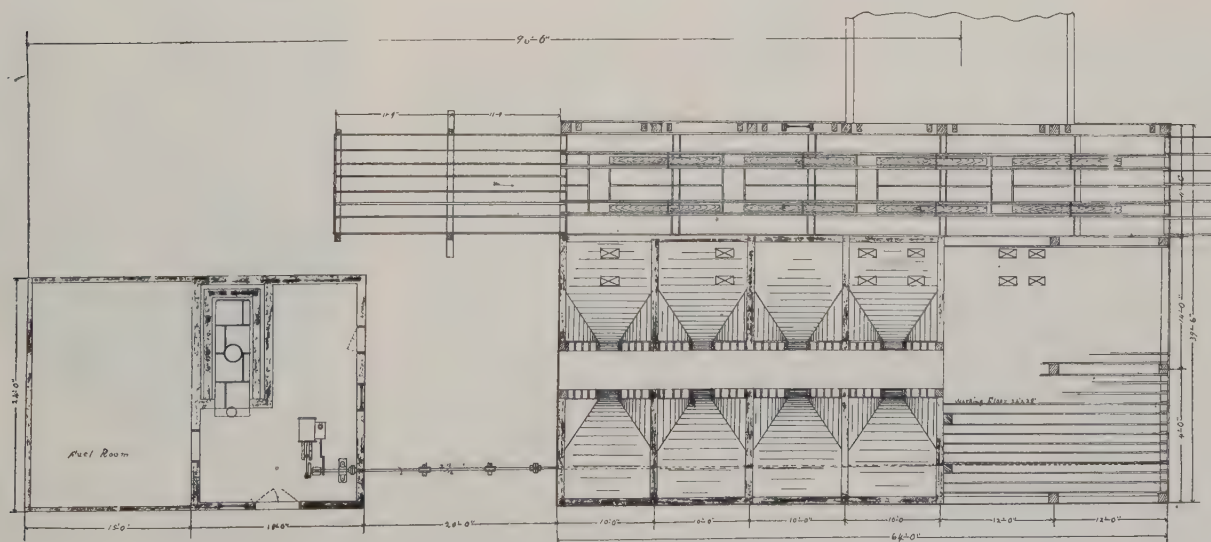
Our exports of buckwheat during the seven months ending Feb. 1, 1902, were 657,831 bushels, valued at \$406,108; compared with 67,366 bushels, valued at \$42,-

Our exports during the seven months ending Feb. 1, 1902, include 388,726 pounds of rice and 20,204,405 pounds of rice bran compared with 891,413 pounds of rice and 18,097,274 pounds of rice bran exported during the corresponding period ending Feb. 1, 1901.

Chewing whole wheat nearly cost one



Sectional View of Sheldon Elevator Thru New Building and Old Annex.



Ground Plan of Sheldon Elevator Co.'s New Elevator at Sheldon, Ill.

line shaft, a friction clutch being placed at each head.

The engine and boiler house and fuel room is built of brick 20 feet from elevator. A cob spout runs from sheller to fuel room.

ooo, exported during the corresponding period preceding.

Corn has been grown successfully in Norman County, Minn., by C. O. G. Johnson, of Perley. Last season he harvested 1,000 bushels of ears from 45 acres.

man his life. Amos Turncliffe that he had appendicitis, but when cut open at a Kalamazoo hospital, his intestines were found clogged with sprouts of wheat, the kernels of which must have passed down his throat without mastication.



**Hon. Seth D. Coats.**

Seth D. Coats, grain dealer of Winchester, Ind., who has been nominated for the State Senate, was born on a farm near Winchester, in 1847. Early in 1864, being less than 17 years of age, he enlisted in the army and served until the close of the civil war. He then resumed his former occupation of farming, which he followed until 1872, at which time he was elected Township Trustee. He then moved to Winchester and embarked in the harness business. In 1880 he accepted a position as cashier with the Randolph County Bank, which position he held until 1890, when he was elected its president.

Mr. Coats' first connection with the



S. D. Coats, Winchester, Ind.

handling of grain came in 1894, when the bank came into possession of the City Flouring Mills. He took charge of it under the most discouraging circumstances imaginable, and operated it for four years at a profit to the bank.

In November, 1900, Mr. Coats decided to enter the grain business, and in conjunction with J. E. Hinshaw purchased the J. W. Bishop elevators at Winchester and Deerfield, Ind., which are operated under the firm name of Coats & Hinshaw. Later they purchased the elevators at Albany, Ind., which is now being rebuilt.

As a grain merchant Mr. Coats is a success. He is a splendid judge of grain, methodical and exact in all his transactions, and has the faculty of keeping on the best terms with his competitors. He is a firm believer in association work and a loyal member of the Grain Dealers' National Association.

Mr. Coats is an ardent Republican and has been an active worker in every campaign for thirty years. This year, upon urgent solicitations of his friends, he became a candidate for the office of Senator from Randolph and Jay counties, and at the end of a spirited contest he was unanimously nominated. Securing the nomination insures his election.

When he enters the State Senate next January, his many friends in the grain trade in Indiana will find that their interests will not be neglected.

During the seven months ending Sept. 1, 1901, the Philippine Islands exported 74,397 tons of hemp, compared with 52,790 tons, the amount exported during the corresponding period in 1900.

**SEEDS.**

Iowa seed dealers are said to be having a heavy demand for alfalfa seed.

L. C. Routzahn, manager of the McClure Seed Co., Arroyo Grande, Cal., is erecting a large barn and seed house combined.

Clover seed receipts at Milwaukee, Wis., between July 1 and Mar. 1 have been 18,400 bags, and the shipments 5,200 bags. For the corresponding period of the preceding season receipts were 9,000 bags and the shipments 5,700 bags.

W. P. Harrison, of Sherman, Tex., on Mar. 21 sold 2,500 bushels of Texas red rust proof oats seed to a firm in Germany. This is the first sale in Mr. Harrison's 25 years' experience in the grain trade of seed oats to go to Europe.

During the season of July 1 to Mar. 1 the clover seed receipts at the leading markets have been 105,000 bags at Toledo, 37,000 bags at Chicago, 37,000 bags at Cincinnati, and 15,000 bags at Baltimore. The shipments have been 80,000 bags at Toledo, 24,000 bags at Chicago, 25,000 bags at Cincinnati and 200 bags at Baltimore.

Our exports of seed during the seven months ending Feb. 1, 1902, included 4,580,627 pounds of clover seed, 3,869,893 bushels of flaxseed, and 1,560,997 pounds of timothy seed, compared with 9,311,516 pounds of clover seed, 2,708,823 bushels of flaxseed, and 2,795,597 pounds of timothy seed, exported the corresponding period of 1900-1901.

Chicago received during the week ending Mar. 22 485,910 pounds of timothy seed, 238,145 pounds of clover seed, 132,240 pounds of other grass seed and 61,450 bushels of flaxseed; compared with 546,940 pounds of timothy seed, 189,842 pounds of clover seed, 222,365 pounds of other grass seed and 76,500 bushels of flaxseed during the corresponding period of 1901.

Chicago shipped during the week ending Mar. 22 1,834,639 pounds of timothy seed, 564,948 pounds of clover seed, 561,572 pounds of other grass seed and 42,743 bushels of flaxseed; compared with 1,479,064 pounds of timothy seed, 538,880 pounds of clover seed, 192,424 pounds of other grass seed and 6,262 bushels of flaxseed shipped during the corresponding period of 1901.

J. F. Zahm & Co. write: Seed holders should bear in mind that the seed season may not last very many weeks more. Some here expect a good demand till last of April. Others look for a falling off soon, saying the weather has been so good past week or so (except a few days) that it has caused the demand to come all at once. The shipments out of here show that the demand has certainly been big.

J. F. Zahm & Co. report that clover seed receipts at Toledo for the week ending Mar. 22 were 3,500 bags and the shipments 10,785 bags, compared with 2,716 bags received and 7,978 bags shipped during the corresponding week in 1901. For the season prior to Mar. 22 the receipts were 117,060 bags and shipments 160,958 bags, compared with 65,076 bags received and 97,257 shipped during the corresponding period of 1901.

C. A. King & Co. write: Canada has a large crop of red clover and has been exporting, also supplying some of the Eastern demand. They are generally importers. Toronto is the leading center there, but they keep no record and try to hide their movement as much as possible. Largest dealer there writes us that alsike was very short, but red clover the

largest crop in twenty years and the movement corresponding large.

Orchard grass is well adapted to wood pasture or for orchards, as it thrives well in shady places. Loves a deep, rich, well drained moist soil and with these conditions will yield an abundant harvest. It is the first to furnish green pasturage in the spring and the last in the fall. When cut or grazed it starts up again with apparently unabated vigor. It matures at about the same time as red clover and is then cut for seed. A crop of hay can later be taken off and abundant fall pasture furnished. When treated this way it should be liberally top dressed as it is a gross feeder. Its tendency to bunch can be overcome by thick seeding. Stock and dairy men are losing time and opportunity who are not using this grass.—W. H. Small & Co., Evansville, Ind.

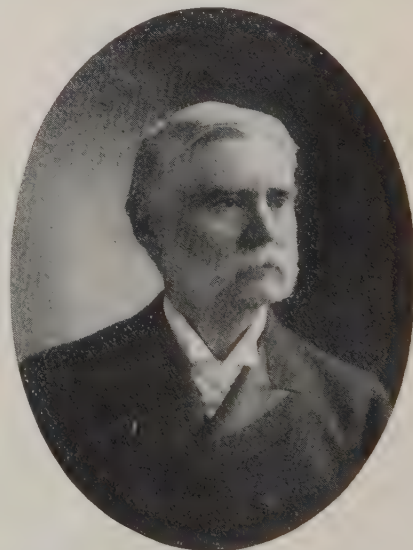
**John Spencer Carpenter.**

John Spencer Carpenter, for twenty years a member of the Chicago Board of Trade and prominent in the grain trade, died March 10, 1902, at his home, after a lingering illness of several months.

Mr. Carpenter was born in Harford, Pa., in 1845. His first connection with the grain business was at Newark, N. J., where he did a large shipping business thru the New England states.

In 1881 he came to Chicago and started in business under the firm name of J. S. Carpenter & Co. Later he was a member of the firm of R. Streeter & Co. Twelve years ago he associated himself with Montague & Co., and at the time of his death was president of the company.

In 1899 he was made chairman of a committee which made strenuous efforts to bring the matter of accepting rebates from the railroads, before the Board of Directors of the Chicago Board of Trade. The committee asked the Board to make it a misdemeanor to accept a cut rate, while the Directors favored the same,



John S. Carpenter, Deceased.

they concluded they were not the proper ones to decide.

Mr. Carpenter was a member of the Mendelssohn and Apollo clubs, and vice-president of the latter. He was popular, well liked by all and made many friends. He leaves a widow and daughter.

The firm of Montague & Co. will continue as heretofore, Mr. Henry A. Leland, who has been elected president, having been connected with the firm for thirty years.



### Cuban Agriculture.

The War Department states that Cuba produces two crops of corn yearly, one in the wet and one in the dry season. The first is sowed in the months of April and May, and the second during October and November, harvesting of the wet-season crop taking place during August and September, and the dry crop being gathered during the months of February and March.

The island also produces two crops of beans, the planting of which takes place at the same time as the corn and harvested somewhat earlier; it is sometimes gathered even sooner, in order to secure the bean green, in which state it is called string beans.

In addition to corn and beans the grains mostly cultivated are peas and rice. The rice is harvested during the months from August to October, but in small quantities, inasmuch as the major part of that consumed is imported, in spite of the fact that it is easily grown here and the quality is excellent. The peas are sown all the year round, but particularly from September to February, and are picked as soon as they begin to ripen.

### Books Received.

FUMIGATION METHODS is the title of a book of great value to grain elevator and warehouse men, which has recently been issued by Prof. W. G. Johnson, who has long been a recognized authority in the treatment of grain or grain storehouses infested with grain destroying insects. Fumigation with hydrocyanic acid gas and carbon bisulphid is the only practical method by which these pests have been combated successfully.

This book is the first of the kind ever published on this important subject. It tells how to construct apparatus and how to apply the gases. It embodies the practical experience of the author, the world's recognized authority, as well as the experiences of many others who have successfully used these gases. The subjects treated cover orchard and nursery fumigation; applications in greenhouses and hotbeds; use in mills, warehouses, elevators, ships, cars, railroad coaches, houses and other places. Every topic is fully discussed in a plain, popular style. The illustrations add largely to the practical value of the work. Every fruit grower, nurseryman, florist, gardener, farmer, miller, grain dealer and merchant will find facts in this work worth a hundred times its publication price. It tells how to destroy insects on trees in orchards; how to exterminate them in stored grain, seeds, and in mills and elevators; how to eradicate household and storeroom pests. The book is one everybody should own. Cloth, 300 pp. Over 80 illustrations. Orange Judd Company, New York. Price, postpaid, \$1.

### New Oats Grade at Chicago.

For years some members of the trade have felt that the high standard of the contract grade of oats at Chicago made hedging operations on an extensive scale unsafe in that market. The effect has been to reduce the volume of transactions in that cereal for future delivery, while facilitating the manipulation of the price by cliques.

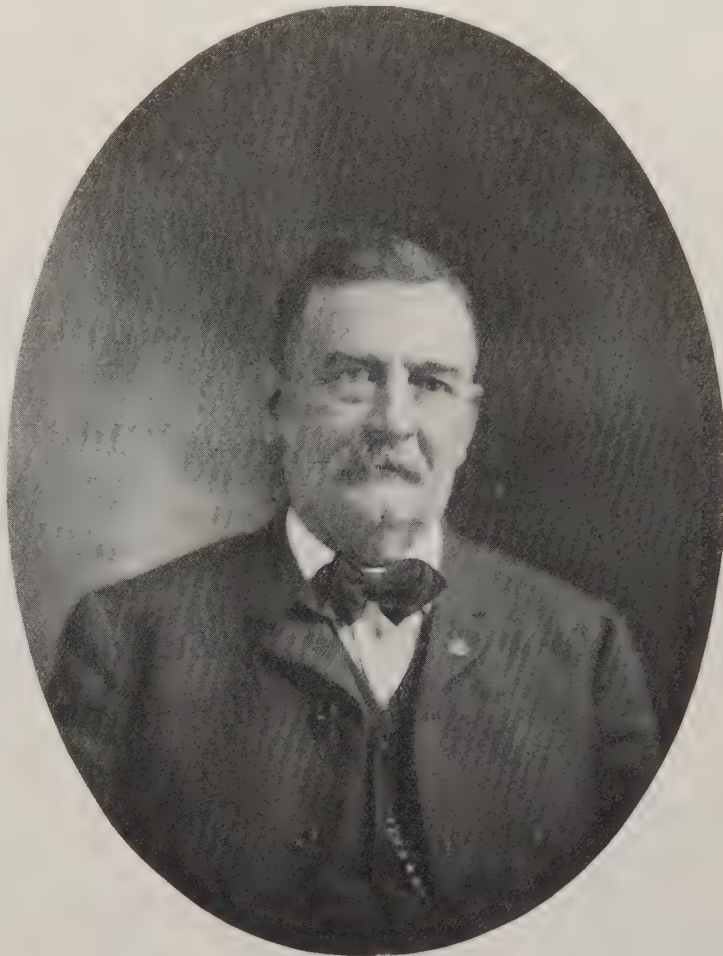
To protect the legitimate hedger it has been proposed at various times to broaden the grade or to make No. 3 oats contract. These propositions have been frowned upon until recently, when the committee on rules of the Chicago Board of Trade,

in rejecting a petition to make No. 3 the contract grade, suggested that an entirely new grade be established, to be known as "standard," consisting of  $\frac{7}{8}$  white, weighing 28 pounds, and not sufficiently clean and sound to grade No. 2.

R. D. Richardson, a member of the committee, says: Only 10 per cent of our receipts of oats are of black oats. There is no use of trying to make prices on 10

### Joseph Gehring.

One of the best known, as well as the most popular traveling men on the road to-day is Joseph T. Gehring of Indianapolis, Ind. Having traveled for more than thirty years as representative of the leading grain firms of the country, he has formed an acquaintance that reaches from the far West to the sea-board.



Joseph T. Gehring, Indianapolis, Ind.

per cent of the receipts to market 90 per cent. The mixed oats can be disposed of in the regular way after the new contract grade is adopted just as easily as at present. Many others hold the same views.

W. N. Eckhardt says: It will mean the elimination of black oats from this market, and loses us the business of that large territory contiguous, which still raises black oats. The new grade proposed is practically the present grade of No. 2 white, for it makes the minimum weight 28 lbs. We are getting no No. 2 white oats now and of course we will get no more of those suitable for the new "standard" grade. So that to my way of thinking the hedger will not be helped any, and we cash people, who handle the black oats for the West, will be hurt. The rule makes the minimum weight of the new grade too high.

As reported by the War Department the Philippine Islands imported during the seven months ending Sept. 1, 1901, 20,442 bushels of barley, 77 bushels of corn, 2,306 bushels of oats and 7 bushels of wheat; compared with 13,442 bushels of barley, 100 bushels of corn, no oats and 1,670 bushels of wheat during the corresponding period in 1900.

Mr. Gehring, better known to his friends as Joe, is an expert judge of the quality of grain, and is a successful arbitrator in settling differences that arise between competing dealers. He is also renowned as a business promoter, and has assisted in making changes in business for a great many grain firms.

Mr. Gehring was born May 30, 1844, at Fairmont, W. Va. He was formerly connected with the firm of Fred. P. Rush & Co. of Indianapolis, and traveled for them twenty-seven years, severing his connection with Rush & Co. Sept. 1, 1897, since which time he has traveled for the Cleveland Grain Co., with headquarters at Indianapolis. He has the entire confidence of all his friends, as well as the firm he represents.

The officers of the Corn Products Co. are: C. H. Matthiessen president and also chairman of the Executive Committee, W. J. Calhoun, vice-president; Joy Morton, second vice-president; Edward L. Wemple, secretary; Benjamin Graham, treasurer. The remaining directors are: A. E. Matthiessen, Norman B. Ream, J. Ogden Armour, E. T. Bedford, W. G. Oakman, W. H. Nichols and E. C. Herget.



## Annual Meeting Grain Dealers Union

The sixth annual meeting of the Grain Dealers Union of southwestern Iowa and northwestern Missouri was called to order by President D. Hunter of Hamburg at 2:20 p. m. in the league room of the Grand Hotel, Council Bluffs.

President Hunter: I request the smokers, out of consideration for non-smokers who have headaches, to refrain from smoking during the meeting.

The secretary has me down for an address, but as I have not been well for a month I have prepared nothing. The handling of the last crop has presented entirely new conditions. Kansas City has virtually ruled our territory and most of our grain has gone that way. Some of the receivers of that market will handle the grain of anybody, but some want only the business of regular grain shippers. More scalpers have invaded our territory on the last crop than for several years, and have made considerable trouble. One came into my market on Saturday afternoon and bot 20,000 bushels in an hour at 60 cents. However, I got the grain the next morning at 61 cents. The scalper left and did not return. It has been the united opposition of the regular dealers of the territory that has given quick relief from these disturbers.

A few regular dealers are acting like school boys, but we sincerely hope they will stop, come together and work in harmony.

The secretary read the following financial report, which was accepted:

### SECRETARY'S FINANCIAL REPORT.

March 1, 1902.	
Money on hand last report.....	\$ 150.59
Money received from March 1, 1901,	
to March 1, 1902.....	1,440.07
Secretary's expense printed	
matter, postage, etc.....	\$ 246.18
D. Hunter, salary and trav-	
eling expenses.....	306.45
Secretary's salary, one year.	700.00
A. F. Ricky, furnishing	
markets to Elliott &	
Lewis.....	9.80
J. L. Gwynn, attending com-	
mittee meetings.....	8.00
G. H. Currier, attending	
committee meetings.....	8.00
J. R. Harris, attending	
committee meetings.....	11.00
Old treasurer for exchange.	3.60
J. A. Koyle, furnishing	
markets.....	98.29
National Association dues,	
one year.....	104.00
Balance on hand.....	95.29
	\$1,590.66 \$1,590.66

Secretary Stibbens read the report of the case of Harroun Elevator Co. vs. E. Reichert of Farragut, in which Mr. Reichert was suspended from the association.

Proceeding to the election of officers, D. Hunter of Hamburg was unanimously re-elected president, and responded, thanking the members for the expression of confidence and re-election.

I. T. Spangler of Walnut was elected vice-president.

Geo. A. Stibbens was re-elected secretary-treasurer by a rising vote and without opposition.

The old governing board, with the exception of I. T. Spangler, was re-elected, and W. W. Albright of Lewis was chosen to take his place. The new board is made up as follows: F. M. Campbell, Randolph; W. W. Albright, Lewis; J. D. Young, Anita; G. H. Curries, Prescott; D. N. Dunlap, Fontanelle; Geo. R. Jones, Phelps City, Mo., and M. F. Hackett, Fairfax, Mo.

Geo. A. Wells, secretary of the Iowa Grain Dealers Association, was called for, but being absent Secretary Stibbens read the following communication from Mr. Wells:

Geo. A. Stibbens, Secretary,  
Council Bluffs, Iowa:

Dear Sir:—I am very sorry that it is impossible for me to attend your meeting.

I enclose copy of decision made by the Arbitration Committee in the case of W. H. Merritt & Co. vs. C. S. Goodrich, that I think might interest your members. Would suggest that you read and discuss this case at your meeting. This case is clear in point as to the terms of a contract between the country shipper and the track bidder, all of the facts in which are stated, and you will note that the committee have sought to establish a precedent with the idea that at the next annual meeting of the National Association Committee on trade rules may formulate a rule to conform to this decision, providing this case is not appealed to the National Committee. Should an appeal be taken, however, the committee on trade rules would naturally be governed by their opinion it differ from this. You will note that the committee hold that the burden of fulfilling contracts rests with the shipper and that at the expiration of the terms he should either renew his contract or arrange for settlement. The bidder, however, as a matter of courtesy, might perhaps write or wire the shipper asking him as to whether he would ship within the terms of the contract or not and thus bring about an agreement for renewal or settlement.

There are several cases in my hands that involve this particular point and I am anxious to get this point clearly established with both shippers and receivers. I find shippers are extremely negligent in their correspondence concerning their contracts. I would also add that the committee do not seem disposed to give any consideration to the clause shown on some card bids giving the bidder an optional extension of the contract, etc.

Yours truly,

Geo. A. Wells, Sec'y.

### IOWA GRAIN DEALERS' ASSOCIATION ARBITRATION.

W. H. MERRITT & CO. VS. C. S. GOODRICH.

We, the Arbitration Committee of the Iowa Grain Dealers' Association, being duly sworn, have this 17th day of March, 1902, carefully considered the evidence submitted in this case, and find that the evidence shows the following facts:

First—That C. S. Goodrich on July 6, 1901, sold to W. H. Merritt & Co. 5,000 bushels 3 white oats or better, July and August shipment at 24 $\frac{3}{4}$ c track, Alta, Iowa, and the sale confirmed by Merritt & Co. as shown in Exhibits Nos. 3 and 4.

Second—That no shipment was made on this contract as shown by Exhibits Nos. 5 and 6.

Third—That W. H. Merritt & Co. did not have any correspondence with C. S. Goodrich between the date of purchase, July 6, 1901, and Nov. 13, 1901, in regard to this contract, but on Nov. 13, 1901, wrote Goodrich that they must have the oats right away, etc.

(Exhibit No. 8.)

Fourth—That Merritt & Co. received no advice of shipment from C. S. Goodrich and they then bought in the 5,000 bushels oats on a basis of 38 $\frac{3}{4}$ c f. o. b. Alta, charging Goodrich with the difference of 13 $\frac{3}{4}$ c, amounting to \$687.50, on account of default of contract.

(Exhibit No. 9.)

Fifth—That C. S. Goodrich refused to make settlement as demanded by W. H. Merritt & Co.

(Exhibit No. 13.)

In deciding this case we conclude as follows:

First—That Goodrich was negligent in not renewing his contract or concluding an agreement with Merritt & Co. to buy the oats in for his account, and that Merritt & Co. were also in error in not demanding shipment at the expiration of the terms of the contract, thus securing a settlement or renewal.

Second—We hold that it is the duty of both buyer and seller in transactions of cash grain to make definite arrangements for extensions or settlement at or near the time of the expiration of the contract. If

we were to decide otherwise we could find no equitable basis upon which to decide as to what Goodrich owed Merritt & Co., and it is hardly an equitable proposition for Merritt & Co. to hold the option of buying them in at their pleasure.

Third—We find that both parties have therefore failed to comply with such requirements as to the terms of the contract and that Merritt & Co. are entitled only to the difference between the price paid July 6th and the price ruling or paid on the next business day following the date of the expiration of the contract, which was September 3, 1901, there being no session of the Board of Trade between August 31st and September 3, 1901. Such difference we find to be 7c per bushel.

Fourth—We find that because of the default of contract Merritt & Co. are entitled to a reasonable margin on the grain, purchased of Goodrich and hereby allow Merritt & Co. 1c per bushel as such margin.

Fifth—That in final settlement Goodrich should pay to Merritt & Co. as above stated 7c per bushel, plus 1c per bushel, on 5,000 bushels of oats, amounting to \$400, and he is hereby ordered to remit to Merritt & Co., Chicago, Ill., \$400 in full settlement of this contract.

A. H. Bewsher, secretary of the Nebraska Grain Dealers Association, praised the union as being one of the most successful associations. The union is not so large as some, but it is compact. Its members are well known to its officers and your troubles are well handled. If the members of the grain dealers associations were more prompt in replying to the communications received from the secretary it would greatly facilitate the work of the association and economize the resources of the organization. One-half the time of the average secretary is wasted in waiting for the members to reply to his communications. The secretary wants your views that he may carry out your wishes.

The parsimonious dealer who supports the associations only until his own troubles are settled is one of the most discouraging elements the secretary has to contend with.

If dealers would show more confidence in one another they could settle satisfactorily many misunderstandings that may be more easily explained away by your competitor than by the secretary.

We expect that the Nebraska Grain Dealers Association will go on an excursion to Galveston in May. If any of you desire to accompany us, I will be pleased to know of it. We will be glad to take all we can make room for on our train.

Secretary Stibbens read the following report:

### SECRETARY STIBBENS' REPORT.

I presume you are aware that this is our sixth annual meeting and we have the reputation of being the oldest organization west of the Mississippi river. Very few of you, I presume, thought when this organization was started that it would live six years. I believe all of you have been happily surprised because we have been able the past winter to keep matters in as good shape as we have for we have had a condition in the past six months that we never had before. On account of the Southwestern drought last summer, it created a new market for this section of the country, consequently, placing a lot of new buyers in this territory. We supposed on this account that we would have a great deal of trouble to control matters to your advantage, but, with a very few exceptions, we have had great success.

Some of you have had more or less trouble on account of the feeders in other States who have come into your section to buy corn, but, I believe, all of you realize the fact that this is a matter that cannot be handled to good advantage by any organization. If this was the last season that you all expected to do business it would probably be advisable to abandon this organization, but you all have great hopes that the country will raise good crops the coming year and if so, matters will drift back to their normal condition and it will not be difficult to maintain harmony throughout this section.

None of you have had a large amount of business and you may have believed that



it was a hardship upon you to pay dues to support this organization, the past six months, your business would have been demoralized and you would not have been able to have made a dollar out of your business. A majority of you have had good margins on the grain you have handled and I presume that a great many of you have larger bank accounts than you had one year ago. If this is true, you owe it to this organization and to the fact that you have helped to support it. No organization of this kind can be successful without the hearty co-operation of its members. We can advise you what it is best for you to do, but we cannot compel you to do it, and without your support we cannot conduct the affairs of this union to your advantage.

Some of you, when you have trouble, neglect to report it and let it run so long oftentimes that it becomes serious before we know anything about it. If you would report your grievances as soon as they happen it would be much easier to adjust them and you would have a better feeling for your competitors. The only way we can maintain harmony is by every dealer treating his competitor fairly and honestly, ever according him the same treatment that you exact of him.

We have but very little trouble any more with the scoop shovel element, as we have them practically shut out of business in this section, but there is a serious problem confronting organizations in some States, that I desire to call your attention to, and that is, farmer elevator concerns. In my opinion farmer elevator concerns are started up at stations where dealers are exacting excessive margins or where there has been a fight and dealers are paying more for grain than they can sell it for. They two facts alone breed dissatisfaction among the farmers and create farmer elevators. We organized for the purpose of ridding the trade of the scalpers and the scoop shovel element and our work has been very successful.

The time has come when association work must be conducted on broad principles, and they must be conducted in such a way that they will not antagonize the general public. I warn you now, that if you exact excessive margins from your customers, you will bring disaster and ruin upon grain organizations. We expect and exact honorable treatment from track buyers and receivers, and the time has come when it is incumbent upon every country dealer who refuses to be honorable in his dealings with the receiving element. We cannot, consistently, exact fair treatment from the receivers, unless we give them the same in return.

The country dealer who refuses to fill a contract because the market has gone against him is dishonorable, disreputable and not worthy of conducting the business in which he is engaged. A majority of the receivers are willing and anxious to arbitrate all differences with country dealers and the man who refuses to arbitrate a difference says, by his very action, that he is unfair and dishonorable. I hope that every organization of this kind will take a strong stand and suspend or expel every dealer who refuses to be honorable in his dealings with the trade. Quite a number of the associations have already taken such a stand, and I find that it places them in a much better light with the receiving element than ever before. By arbitrating these differences that may occur you save endless litigation and expense, and you respect the party with whom you have had the difference. I believe you will concede that this is much better for the trade than going into the courts to settle such troubles.

No organization of this kind can live without the support of the receivers and the railroads, as our interests are so closely connected that one cannot antagonize the interests of the other. I believe that it is fully demonstrated to you to-day that the railroads are interested in the welfare and success of this organization or they would not have granted you the courtesies they have in extending to you free transportation to attend this meeting. You may believe that the railroads do not always give us the best support in regard to furnishing cars to irregular dealers, but you must ever remember that there are certain laws that the railroad people come in contact with that must not be ignored on their part. We find the railroad people at all times anxious and willing to protect the interests of the regular dealers, but they dare not violate certain laws to do so.

In conducting the affairs of this Union we must keep within legal bounds and we cannot, consistently, ask the railroad people to violate any law for the sake of pro-

tecting our interests. Whatever success we have had in the past has been due to the fact that we have been reasonable with the receivers and the railroads, and have gone to them with an honest proposition in view at all times; never exacting unreasonable things, always willing to meet them half way on all propositions and you know the result. You should realize that the strength of all organizations of this kind is increasing daily and we wield an influence that will be respected by the entire world.

The success we have had in regard to securing legislation beneficial to the dealers of Iowa is due to good organizations in this State. Had there been no organizations there never would have been an amendment to the Landlords' Lien law and the relief that we have secured, or will secure, is due entirely to your hearty co-operation. A great many of you overlook the importance of responding promptly to requests made by your secretary in cases like the bucket-shop matter and the Landlords' Lien law, and other matters to which your attention is frequently called, but a great many of you ignore these communications and do not give us the proper assistance. You must remember that each one of you constitute a part of this organization and if one part of it does not do its full duty we cannot accomplish what we desire. It is your solemn duty to give this Union your moral and financial support, and unless you do so we cannot bring about good results.

The fact of having \$296 of delinquent dues on your books March 1st, demonstrates the fact that some of you are very slow in paying your dues during dull times. All of you who have been members of this organization from the start have not paid to exceed \$75.00, for one elevator, towards the support of this Union, and I want to ask you in all candor—Have you ever invested \$75.00 in your life that brought you as good returns? Six years ago you were paying track prices for grain and you had from one to three scalpers at every station, your elevator property was not worth 50c. on the dollar. To-day you have no scalpers, you are buying grain on fair margins and your elevator property has appreciated in value from 50 per cent to 150 per cent. What has brought this about?

It has been very hard to overcome the ill-feeling and jealousy existing between competitors, and there are still a few of you who do not realize the importance of according to your competitors the same treatment you exact of them. You may imagine that if your competitor receives a few more loads of grain in one day than you do, that he has raised the price or taken some undue advantage of you. Those of you who are still pursuing this policy will never have any peace of mind or a profitable business until you change your tactics.

Very few of you know anything about the amount of work and judgment required to steer this organization along to success. You make your complaints and have your grievances and report them to us and we must find means to adjust your troubles and keep you working in harmony with your neighbors. If you believe that this requires no time or thought on our part to look after your interests, and keep you working in harmony with your competitors, you are badly mistaken. We have spent many days and many nights in looking after your troubles, trying to create peace among you. If we have left anything undone in looking after your interests, this is the time for you to make it known.

Upon the motion of Secretary Stibbens the rules of arbitration of the Iowa association were adopted in the form recently published in the Journal, and copy will be mailed each member.

It was moved that the following telegram be sent to Thomas Miller, traffic manager of the C., B. & Q. R. R., Chicago:

Council Bluffs, Ia., March 21, 1902.  
Thos. Miller, Freight Traffic Manager C. B. & Q. R. R.,  
Chicago, Ill.:

The Grain Dealers' Union in convention assembled hereby tender to you its hearty congratulations on your promotion to freight traffic manager of the Burlington system.

D. Huntley, President.

J. M. Bechtle, Iowa freight and passenger agent of the C. B. & Q.: Gentlemen, I wish in the name of Thos. Miller to thank you.

W. J. Davenport, assistant freight and passenger agent, was called for and told of his troubles with the scooper who detains cars and makes grief for the regular shippers.

A. F. Rickey, Griswold: I wish to move that this association tender a vote of thanks to the railroads for the courtesies shown its members in the matter of transportation to this meeting. Carried.

Secretary Stibbens: I wish to tell you that it is the disposition of the receivers to treat the elevator man who has been suspended from his association as a scooper. This will help us to punish wrong doers.

W. E. Redmond of Nishna Botna, Mo., and F. W. Walter of Corning, Mo., were admitted to membership.

The following resolution was read and adopted by a rising vote:

Whereas, our brother, J. Gault of Creston, Ia., has recently suffered the loss of his beloved wife, Mrs. M. A. Gault; therefore, be it

Resolved, That the Grain Dealers' Union in convention assembled, this twenty-first day of March, 1902, do express our heartfelt sympathy for our brother in his affliction.

D. Gault: In behalf of my brother I wish to thank you.

It was decided that the Governing Committee meet at Depot Hotel, Red Oak, April 1 at 1 p. m.

Secretary Stibbens: Yesterday Mr. H. A. Foss, Board of Trade weighmaster, Chicago, asked me to bring these books to you. They contain much information of value and I trust each will take one.

D. Hunter: I think we should not skip any more quarterly meetings. The place for the next meeting should be decided here. I think it would be well to hold a meeting at Atlantic, hence I suggest that we hold our next meeting at Atlantic.

I. T. Spangler seconded the motion and it was carried.

Secretary Stibbens: Mr. Hunter and I were appointed a committee from this association on the landlord and tenant law. We have succeeded in getting a bill reported favorably by the Judiciary Committee of the State Senate making it a penal offense for a tenant to sell grain covered by a landlord's lien. The majority of the Senate is in favor of the bill and we have every assurance that the bill will become a law.

President Hunter: If there is no further business a motion to adjourn will be in order.

Adjourned.

#### CONVENTION NOTES.

The Grain Dealers Journal was represented.

Everybody smoked on Fred Faulkner of W. R. Mumford Co.

The attendance was over 100, and as usual the social feature predominated.

The shortest annual meeting on record, but the proceedings were right to the point.

The Huntley Mfg. Co. was represented by S. J. McTiernan, with a full line of seed cleaners.

Only two St. Louis houses represented—G. L. Graham & Co. by S. T. Marshall and P. P. Williams by Jos. Norton.

The Sunflower state sent two worthy representatives, R. F. Antle, and W. S. Washer of the Washer Grain Co., Atchison.

The Chicago firms represented were Armour Grain Co. by Geo. H. Lyons, Chas. Counselman & Co. by L. R. Cothrell and W. R. Mumford Co. by Fred Falkner.



The C., B. & Q. R. R. was well represented by J. M. Bechtle, freight and passenger agent of the Iowa division; W. J. Davenport, assistant freight and passenger agent, and C. T. Leonard, Train Master.

Missouri was represented by Wm. Burke of the Harroun Elevator Co., St. Joseph; J. T. Christian, Rock Port; M. F. Hackett, Fairfax; G. R. Jones, Phelps City; W. E. Redmond, Nishna Botna; L. L. Teare, Craig; R. Thompson, Langdon; F. W. Walter, Corning; G. F. Wilson, Watson.

Among the Iowa men present were W. W. Albright, Lewis; J. Auracher, Shenandoah; F. M. Campbell, Randolph; T. A. Caven, Griswold; G. H. Currier, Prescott; Chas. F. Davis, Pacific Junction; Wm. Dougherty, Hawthorne; D. N. Dunlap, Fontanelle; W. H. Eaton, Emerson; H. B. Farquhar, Orient; W. I. Fritz, Clearfield; J. A. Funk, Blanchard; L. M. Garman, Glenwood; D. Gault, Cromwell; J. Gault, Creston; J. R. Giles, Lenox; John Gilmore, Imogene; J. R. Graham, Hastings; G. M. Gwynn and J. L. Gwynn, Essex; C. H. Harris, Bartlett; M. Hennessy, Orient; W. N. Henshaw, Atlantic; W. M. Hewitt, Lenox; S. E. Hicks and O. T. Hulburd, Osceola; D. Hunter, Hamburg; Matt Johnson, Audubon; W. F. Johnston, Fontanelle; T. A. Kyle, Shenandoah; F. J. Lamb, Sydney; A. J. Leake, Audubon; G. J. Liljedahl, Essex; C. A. McCarty, Prescott; J. M. McDermott, Bridgewater; J. C. McKee, Blanchard; Wm. McMahon, Shenandoah; W. Mains, Randolph; J. B. Samuels, Riverton; C. Sherret, Wiota; I. W. Shambaugh, Clarinda; W. G. Sherman, Riverton; E. W. Sheldon, Percival; E. W. Shoemaker, Spaulding; W. C. Lamoni, T. Steer, Braddyville; G. A. Stibbens and Walter Stibbens, Red Oak; I. T. Spangler, Walnut; L. T. Spangler, Atlantic; W. F. Schindley, Lewis; O. A. Talbot, Osceola; J. F. Treanor, Spaulding; N. N. Turner, Cumberland; H. A. Vanscoiack, Elliott; G. A. Willetts, Osceola; R. Whisler, Faragut; J. S. Wright, Braddyville; G. W. Wyant, Malvern; J. D. Young, Anita; T. J. Young, Macedonia.

A bill has been introduced in the Austrian Parliament forbidding dealing in grain or mill products for future delivery under penalty of fine or imprisonment.

A duty on imports of flour is gaining favor in England. So, too, is a tax on grains, with free admission for the growths of Canada, India and Australia. Britain is being propelled in this direction by irresistible economic forces.

Don't make faces at your successful competitor, nor mention him with sneers. Instead, go quietly about finding out how he does the trick, and profit thereby. Your old lumber wagon is jolting in a bad rut, while his outfit is spinning along the smooth road; it might be well to take the first lane to the left and strike into his tracks. Don't be too proud.

Seed selection by sieving has achieved splendid results at the Tennessee agricultural experiment station. The yield from the same wheat showed a difference of 4 bushels per acre between the product of the small kernels and the large grains, as separated by the sieve. The Tennessee station has demonstrated that with a set of these cheap sieves a farmer can increase his crop by 4 bushels with practically no expense.

## Cobs.

Cracker packages are to be made out of cornstalks instead of paraffined paper, by the leading biscuit factory.

Exports of linseed oil cake during the seven months ending Feb. 1, 1902, were 313,157,965 pounds valued at \$4,055,173. For the corresponding period ending Feb. 1, 1901, they were 256,178,079 pounds, valued at \$3,074,408.

Germans face the breadstuffs question with a seriousness not to be understood by the American inhabiting a land of plenty. Except barley, the German imports of food grains are increasing faster than the home-grown crops.

That our familiar Indian corn is a sugar cane will surprise many to learn. It is a fact that from its stalk may be extracted a true cane sugar identical with that of Louisiana and of course superior to the glucose syrup obtained by chemists from the ears. Selected seed has produced stalks yielding an average of 12 to 15 per cent of sugar in the juice. It is confidently stated by F. L. Stewart that this industry can be conducted profitably in any part of the corn belt.

Shippers to the Chicago market should have all oats sufficiently clean and free from other grain to grade No. 2 or No. 2 white. Propositions published contemplate new "standard" grade, but the inspection here is uneven, severe and unjust, and would probably be as unsatisfactory with a new name for any grade. It is proposed that No. 2 mixed be eliminated as a contract grade, which is radically wrong to many sections immediately tributary to this market.—Pope & Eckhardt Co.

Reports received by the Department of Agriculture make it manifest that the wheat crop of 1901 was one of the largest ever grown, that the corn crop was the smallest with one exception in twenty years, and that the oat crop was also much below the average. This conspicuous departure from the ordinary relative production of the three principal grains appears to have been followed by a use of wheat as feed for animals more extensive geographically, if not in actual volume, than has ever before occurred.

Exports of breadstuffs during the eight months prior to Mar. 1, as reported by O. P. Austin, chief of the bureau of statistics, included 117,511,121 bushels of wheat, 22,912,875 bushels of corn, 8,126,229 bushels of oats, 1,374,583 bushels of rye and 7,428,554 bushels of barley; compared with 77,471,577 bushels of wheat, 131,660,602 bushels of corn, 22,536,828 bushels of oats, 1,090,175 bushels of rye, and 5,533,121 bushels of barley during the corresponding period of 1900. The total value of all breadstuffs exported during the eight months was \$152,544,627, against \$173,992,044 during the corresponding period of 1900-01.

Speculation was defended at the recent St. Louis meeting of the Methodist Episcopal ministers by N. T. Moffit, grain commission merchant, who said: It seems to me that it is as legitimate to buy grain for a rise in prices as to buy real estate for the same purpose. The fact that the contract calls for a delivery at a future time does not affect the validity of the transaction. A contract for future delivery is a transaction calling for cash grain, the delivery of which is deferred. Speculation has been defined as a venture with calculation; gambling as a venture without calculation. The law recognizes this difference. It sustains speculation and condemns gambling. All business is more or less speculative. In speculation, as in life, few succeed, many fail.

## GRAIN CARRIERS.

Navigation on Lake Michigan began March 18 between Chicago and east shore ports.

The Union Pacific Railroad Co. has absorbed the St. Joseph & Grand Island Railroad.

Grain shipments from Duluth and Superior, Minn., are expected to begin April 1 or earlier.

Mr. Blair, Canadian minister of railways, states that the government will appoint a railway commission.

The passage of the steamer Iowa thru the Sturgeon Bay Canal March 10, was the earliest opening in 27 years.

Construction of the Santa Fe's 200 miles of line from the Kansas border to Paul's Valley, I. T., soon will begin.

It is said the Choctaw, Oklahoma & Gulf Railroad Co. will extend its road 600 miles westward to Albuquerque, N. M.

The directors of the Chicago Board of Trade have indorsed the Nelson-Corliss amendments to the interstate commerce law.

The Chicago, Milwaukee & St. Paul will double-track its line for 120 miles between Brookfield and Camp Douglas, Wis.

The first grain charter at Chicago this season was that of the steamer W. B. Morley, to carry oats to Buffalo at 1½ cents.

A grain tramway for public service has been surveyed at Pardee, Idaho, by the Vollmer-Clearwater and the Kettenbach Grain Co.

The International & Great Northern Railroad proposes to build from Navasota or Stoneham thru Anderson to Madisonville, Tex.

Contracts have been let for the construction of 40 miles of the extension of the Cincinnati, Richmond & Muncie to Hammond, Ind.

St. Louis capitalists are said to be organizing a line of light draft steamboats to carry grain down the Missouri River from Sioux City.

The Cincinnati & Indiana Railroad has been incorporated to build the extension of the Cincinnati, Richmond & Muncie Railroad from Cottage Grove, Ind., to Cincinnati.

Traffic and passenger associations everywhere are dissolving on account of President Roosevelt's announced determination to enforce the interstate commerce and Sherman anti-trust laws.

Wharfage charges in New York state would be changed by a bill now before the legislature. The charge is to be \$1. At present the charge on grain boats is 50 cents and on railroad lighters \$2.

E. D. Olmstead, G. F. Crane and others have incorporated a company at Spokane, Wash., to build a tramway to afford an outlet for the grain of the Big Bend plateau to the Columbia River at Entiat.

An electric railway to transport grain is being promoted by H. Q. Wright and J. E. Moses of Seattle, Wash. The road will extend from Rock Island to Bucksport, 60 miles, and power will be taken from the falls of the Chelan.

Under instructions from the attorney-general of the United States suit was begun in the Federal Circuit Court at Kansas City, Mo., by the district attorney general against 7 railroads to restrain them from cutting the rates established by the interstate commerce commission.

A broken rail on the B. & O. at Lime Kiln, Md., on the night of March 15,



ditched 8 cars containing 5,000 bushels of wheat which had been consigned to the elevators at Locust Point. The wreck was one of the worst. Cars were thrown over into the fields and burned, and the grain was shoveled aside.

A test case to define the jurisdiction of the Texas Railroad Commission has been prepared by the attorney-general and the Gulf, Colorado & Santa Fe Railroad. The road carried two cars of corn from Kansas City to Goldthwaite at the lowest interstate rate instead of protecting the commission's rate from Texarkana to Goldthwaite.

Representatives of the Lake Carriers' Association will go to Washington to oppose the bill granting concessions for the Clergue power canal at the Sault. It is argued that the drawing off of the water will lower the level of Lake Superior. At any rate it is desired that a provision be incorporated in the bill providing a remedy should the canal at any time prove objectionable.

Two steamship companies were chartered at Michigan City, Ind., March 18. The capital stock of the Indiana Steamship Co. is \$70,000, and its incorporators are Wm. Anderson, Wm. G. Keith, Robert J. Dunham, Thomas J. Johnson and

tucky, Tennessee, and Alabama, and into Georgia, made a rate to S. Zorn & Co. of Louisville, on 464,000 pounds of corn shipped to Atlanta from Louisville by the roads named. This rate made the total freight charge on this lot \$974.40, when it should have been \$1,113.60. The difference, or rebate, amounted to three cents, making the net rate 21 cents, when it should have been 24 cents. All grain shipped through Louisville and Cincinnati emanating from a point west of the Mississippi river bound for a point in the south and southeast, is entitled to a 3-cent rebate on the hundred pounds, but grain coming from a point east of the Mississippi and bound for the southeast has not the advantage of this rebate. By falsely billing grain as originating west of the river the railroads and grain men have violated section 10 of the law, which provides for each offense a fine of not exceeding \$5,000 and imprisonment in the penitentiary not exceeding 2 years, or both, at the discretion of the court.

### Grain Traffic on the Great Lakes.

The first complete report for an entire season of the commerce of the Great Lakes has just been published by the Bu-

Duluth, Minn., followed with 16,402,000 bushels, mostly wheat.

Wisconsin shows up strongly with its big three: Superior, Manitowoc and Milwaukee. Superior shipped 15,135,000 bushels of all kinds of grain, and more rye than any other lake port, 353,000 bushels. Manitowoc cleared 14,273,000 bushels of all grains, and led in oats with 7,208,000 bushels. Milwaukee loaded 12,434,000 bushels into boats, and was the leader in barley with 3,061,000 bushels.

South Chicago, Ill., is credited with a total of 13,717,000 bushels; West Superior, Wis., 4,501,000; Green Bay, Wis., 4,024,000; Gladstone, Mich., 3,488,000; Washburn, Wis., 2,293,000, and Kewaunee, Wis., 1,082,000 bushels.

### The Peavey Terminal Storage Elevator at Duluth.

One of the largest and most complete storage elevators in the world is the one owned and operated by F. H. Peavey & Co. at Duluth, which is shown herewith thru courtesy of the Commercial West of Minneapolis. It consists of the main cleaning and transfer house and 30 cement tanks, the combined capacity of the entire plant being 4,000,000 bushels. Each



The Peavey Terminal Storage Elevator, Duluth.

J. F. Gallaher. The capital stock of the Chicago Steamship Co. is \$80,000, and its incorporators are the same as those of the first named company, except that George E. Marcy takes the place of Mr. Johnson.

President Roosevelt's demand upon his district attorneys already has borne fruit. Violators of the interstate commerce law are being prosecuted. At Louisville the Federal grand jury has indicted the Louisville & Nashville Railroad upon two counts for having granted a rebate of 3 cents per 100 pounds to heavy shippers of corn. The first count in the bill sets forth that on Nov. 14, 1901, the Louisville & Nashville and the Nashville, Chattanooga & St. Louis railroads, operating as common carriers through the States of Ken-

taucky, Tennessee, and Alabama, and into Georgia, made a rate to S. Zorn & Co. of Louisville, on 464,000 pounds of corn shipped to Atlanta from Louisville by the roads named. This rate made the total freight charge on this lot \$974.40, when it should have been \$1,113.60. The difference, or rebate, amounted to three cents, making the net rate 21 cents, when it should have been 24 cents. All grain shipped through Louisville and Cincinnati emanating from a point west of the Mississippi river bound for a point in the south and southeast, is entitled to a 3-cent rebate on the hundred pounds, but grain coming from a point east of the Mississippi and bound for the southeast has not the advantage of this rebate. By falsely billing grain as originating west of the river the railroads and grain men have violated section 10 of the law, which provides for each offense a fine of not exceeding \$5,000 and imprisonment in the penitentiary not exceeding 2 years, or both, at the discretion of the court.

Buffalo received by lake during the 12 months ending Dec. 31, 1901, 56,655,000 bushels wheat, 30,295,000 of corn, 21,622,000 of oats, 6,652,000 of barley and 1,045,000 of rye. The relative importance of the four other grain-receiving ports is shown by the totals of all kinds of grain. Ogdensburg, N. Y., received 5,200,000, Ludington, Mich., 5,100,000, Frankfort, Mich., 4,500,000, and Erie, Pa., 1,100,000 bushels.

Chicago led all shipping ports in wheat and corn with 22,845,000 bushels wheat and 19,173,000 of corn.

of the cement tanks is 104 feet high and 36 feet 6 inches in diameter and holds 100,000 bushels of grain.

The principal reason that lead to the building of these tanks was the fact that insurance rates were very high and also that bankers had agreed to loan on grain stored in the tanks without fire insurance.

Altho an expensive plant to build, the amount saved on insurance will make it one of the most inexpensive in the end.

A committee of three has been appointed by the Rice Association of America to select a site for a rice kitchen at the Louisiana Purchase Exposition at St. Louis.



# GRAIN TRADE NEWS.

## CANADA.

A. Laycock has nearly completed a new elevator at Foxwarren, Man.

A farmers' elevator with a capacity of 40,000 bushels will be built at Elva, Manitoba.

The Farmers Elevator Co. has been incorporated at Darlingford, Manitoba, with a capital stock of \$9,000, and will build a 50,000-bushel elevator.

Campbell & Co., Makinac, Man., write that Muir & Co. of Winnipeg will build a new elevator at Makinac this summer or install new machinery in their old one.

The elevator at Emerson Man., which has been used heretofore as a cleaning elevator, will now be used only as a storage elevator, and the cleaning machinery has been removed.

J. G. King's new cleaning and drying elevator at Fort William, Ont., will be equipped with 8 elevator legs. The drying capacity will be 8,000 bushels per hour and the storage 200,000 bushels.

The annual meeting of the Montreal Warehousing Co. was held Mar. 6 and new officers were elected as follows: President, Charles M. Hays; vice-president, W. M. Ramsey; manager and secretary, Geo. H. Hanna.

In reply to a protest from the Toronto Board of Trade the Grand Trunk Railway has denied the report that the demurrage on grain cars held at Sarnia, Ont., for orders was to be increased from \$1 to \$2 per car.

Farmers in the vicinity of Ormstown and Lancaster, Ont., complain of the mice which have multiplied to an alarming extent during the past two mild winters. The mice destroy grain as soon as planted as well as after it has ripened.

If flat warehouses were placed on the same footing as elevators, and farmers were encouraged to load cars from wagons, we would have a first-class grain blockade every year. In fact the grain could not be handled on this basis at all.—The Commercial, Winnipeg.

F. J. Weber, president of the Steel Storage & Elevator Construction Co., Buffalo, N. Y., recently was called to Montreal, Que., to confer with the officials of the Canadian Pacific Railway Co., with regard to the construction of 3,000,000 bushels additional storage at Fort William, Ont.

W. L. Parrish, Winnipeg, Man., Mar. 18: The trade has been badly handicapped by the shortage of cars and prices have been irregular on this account, but I think with the opening of navigation the blockade should be over. I expect a good number of elevators will be built this year both by elevator companies and farmers.

In the Grain Dealers Journal for Feb. 25 it was erroneously stated that samples of a shipment of 500,000 bushels of Manitoba wheat transferred at Chicago, were dangerously damp. The dampness was perhaps more apparent than real, and is sometimes due to the movement from a cold to a warmer climate. The managers of one elevator at which 199 cars of this wheat were transferred stated that the grain was quite dry and much of it good enough for No. 1.

The desirability of amending the Mani-

toba Grain Act has been pretty well threshed out during recent sessions of the Dominion House of Commons at Ottawa. Dr. Douglas stated that the producers lost 10 cents a bushel on all grain marketed over the Canadian Pacific and that 84 flat warehouses have been built at Wolseley by the producers. At Indian Head there were 115 flat warehouses and 35 more in the course of construction. It looked like a village in the neighborhood of the C. P. R. W. F. McCreary stated that at Lisgar a few weeks ago the farmers across the United States line were getting 16 cents per bushel more. Sir Wilfrid Laurier said the conditions were unsatisfactory, but it all rose from an excess of prosperity. The farmers were not the only people who suffered from the shortage of cars. The C. P. R. was now double-tracking its line east and west of Lake Superior and furnishing new rolling stock, which would afford material relief, but with this he feared there would be a repetition of the trouble this year and again next year. The most practical suggestion had been that the grain should be moved all the year round instead of being stored over winter at Fort William.

## CHICAGO.

Philip Apfel, grain dealer, died Mar. 9, of apoplexy.

Simpson & McDonald have engaged in the brokerage business.

Board of Trade annual dues are payable on or before Apr. 10.

Memberships in the Board of Trade are selling at \$3,900; compared with the top price of \$4,300, a month earlier.

The Chicago Grain Inspection Department should be placed under civil service rules and the rules rigidly enforced.

The report of the three Paris physicians, that all trading pits are infested with microbes, is laughed at by Chicago brokers.

William Gilman, grain merchant, aged 60 years, died of pneumonia, Mar. 11, at Phoenix, Ariz. whither he had gone for his health.

Board of Trade members have given \$250 to Sam Strumff the 12-year-old telegraph messenger who broke his leg running down the Exchange steps.

The Illinois Railroad and Warehouse Commission will meet at Chicago Mar. 26, to learn the views of the trade with regard to the new grade of oats.

The Atlas Grain Co. has been incorporated at Chicago. Capital stock, \$20,000; incorporators, Herbert D. Howe, Donald H. Mann, and Gordon J. Murray.

J. J. Coughlin who has been with R. E. Pratt & Co., Chicago, for a number of years, as their cash grain man, has started in business for himself with offices at 21 Commerce building.

At a recent meeting of Montague & Co., grain commission merchants, H. A. Leland was chosen to succeed the late John S. Carpenter as president and George T. Carhart was elected secretary and treasurer.

The Creole Cereal Co. has been incorporated at Chicago to erect a rice mill, the only one at Chicago. The machinery is being installed at Grand Crossing. Wm.

Nash of the Nash-Wright Co. is one of those interested.

The annual meeting of the Chicago Railway Terminal Elevator Co. was held at New York, Mar. 10. Directors: Charles W. Wells, F. W. Whitridge, John Aste, A. G. Pollock, P. B. Weare, C. A. Weare and E. E. Weare.

Charles E. Chase, one of the original members of the Chicago Board of Trade, died recently at the age of 74 years. He was born at Buffalo, and his wife was the daughter of William Wells, who built the first grain elevator at Buffalo.

Alderman Butterworth of the 31st ward has secured the revocation of the permit granted Herman Mueller & Co., to rebuild their burned elevator. Good lawyers pronounce the ordinance requiring the consent of property owners to the erection of such structures to be illegal.

The railroads centering at Chicago have agreed with the transportation committee of the Board of Trade to allow five days' delay before assessing demurrage. The roads are considering a petition of the elevator proprietors to have the life of thru billing extended from 6 to 8 months.

The choice of telephones on the trading floor was sold by auction Mar. 21, netting \$440 in premiums to the board, a decrease of \$65 compared with the showing last year. Bartlett, Frazier & Co. secured first choice for \$60 while Logan & Bryan paid \$70 for second choice. First choice sold for \$100 last year.

Charles W. Wheeler, an old resident and grain dealer of Chicago, died Mar. 14, at Cannes, France, aged 63 years. He was formerly a member of the grain firm of Munger, Wheeler & Co. of which his father, Hiram Wheeler, and brother, George H. Wheeler, were also members, and was at one time a member of the Board of Trade. 'He was born' at La Porte Ind., where he first engaged in the grain business. His body will be brought to Chicago for burial.

## ILLINOIS.

Gooch Bros. are again owners of the elevator at Bellflower, Ill.

R. F. Baker, grain dealer at South DeLand, Ill., has been ill recently.

J. B. Rainey will buy grain at Lovington, Ill., for Bartlett, Kuhn & Co.

W. E. Eckert, Belleville, Ill., Mar. 11: Wheat prospects only fair at present.

T. J. McGuire & Co. have taken possession of the elevator at Eureka, Ill.

Suttle Bros. are building a large and well equipped elevator at Sheller, Ill.

G. W. Patterson, grain dealer and farmer, died of pneumonia, Mar. 9, at Mankana, Ill.

John Fairman, at one time the leading grain merchant of Milford, Ill., died recently.

N. B. Ferguson, the father of Thos. Ferguson, the grain dealer at Etna, Ill., is dead.

The Farmers Grain & Elevator Co. of Wapella, Ill., has decided to add \$5,000 to its capital.

R. F. Musser has succeeded Mr. Barnds in the grain, coal and lumber business at Buenavista, Ill.

Mr. Warner will continue the business of the firm of Warner & Wheeler, grain dealers at Fisher, Ill.

W. W. Mudge of Homer, Ill., has bot of L. W. Bodman of Chicago, for \$7,000, the elevator at Ogden, Ill.

E. S. Greenleaf & Co., who recently completed an elevator at Pegram, Ill., are planning to build one at Drake, Ill. Edward Bradley, formerly with the company



at Woodson, will have charge of the elevator at Pegram.

A. C. Webber & Son a milling firm of Eldorado, Ill., will build an elevator in connection with their mill.

Henry Seip has sold his general store at Lake Zurich, Ill., and will devote his energies to his grain business.

The Grain Co-operative Co. of McDowell, Ill., has purchased an acre of land for \$600 and will build an elevator.

The plant of the Illinois Sugar Refining Co., at Pekin, Ill., has been transferred to the new Corn Products Co., of Chicago.

Davis & Boggs, the successors of E. W. Davis in the grain and implement business at Lovington, Ill., will build a new elevator.

I. S. Parrish has bot the interest M. C. Wharfield owned in the elevator at Rockfalls, Ill., and will conduct the business alone.

O. B. Wheeler is contemplating some changes in his elevator at Long Point, Ill., and as a beginning has purchased a new Howe Scale.

Frank Bishop, while working in the elevator at Sheldon, Ill., was seized with an attack of heart failure and was ill for several days.

The Momence Lumber & Coal Co. is now the name of the new lumber, coal and grain company located on the Three-I at Momence, Ill.

F. N. Rood, La Rose, Ill.: Please discontinue the advertisement in the Journal about seed corn and oats, as we have sold more corn now than we can get shipped.

Pratt & Pratt of Roseville, Ill., have made arrangements with Younglove & Boggess Co. for the building of a 30,000-bushel elevator and corn storage plant at Swan Creek, Ill.

Joseph Dodson of Shipman, Ill., is one of the oldest grain dealers on the line of the Chicago & Alton Railroad, his beginning as a grain shipper at that point dating back to 1864.

L. O. Hayward has purchased the elevator which has been unused for some time and will establish a grain and coal business at Medora, Ill. Elmer E. Day owned the elevator.

A fire which swept away the business portion of the town of Marissa, Ill., Mar. 18, destroyed Brown & Co.'s elevator and its contents, valued at \$15,000, with \$8,000 insurance.

A new firm is now in possession of the elevator formerly owned by C. R. Aden & Co. at Carlinville, Ill. Mr. Aden still remains in the firm and the improvements he had planned will be carried out.

The business formerly carried on by the F. W. White Grain Co., composed of J. F. White and Chas. E. Mueller, at Champaign, Ill., will be continued by J. F. White under the name of the White Grain Co.

The Smith-Hippen Co., of Pekin, Ill., will soon launch a boat which has been built in the rear of its elevator for the transportation of grain. The boat is strongly constructed, 100 feet long, and propelled by a gasoline engine.

Information on which to readjust railway rates is being collected by the Illinois Railroad & Warehouse Commission. Suggestions from grain shippers and others are invited. At an early date a hearing will be accorded all concerned.

The elevator belonging to Dow & King at Pittsfield, Ill., was burned Mar. 12, together with 40,000 bushels of wheat and 5,000 bushels of corn. The fire was accompanied by a gasoline explosion in the engine room. Insurance \$28,000.

J. H. Herron of the Sidell Grain & Elevator Co., Sidell, Ill., was in Chicago last week and reported that the company is building a 30,000-bushel elevator at Olive Branch, and will build a 150,000-bushel transfer elevator at Mt. Vernon. The house will be equipped with cleaners and scourers.

The politicians working through the daily press are threatening to cancel the charters of corporations declining to file an affidavit with the secretary of state to the effect that they are not members of a trust. It is a strong graft, so the corporations have no option, but to cough up.

Matheny & Lloyd have engaged in the commission business at Jacksonville, Ill., where they will receive orders in grain and stock to be executed over the private wire of Harris, Gates & Co. The office will be in charge of Richard W. and James M. Lloyd.

The vigilance of the officers of the Peoria Board of Trade has been rewarded by the arrest of a grain thief, Fred Rosenbush, who was caught by a special officer while entering a car, the door of which he had broken open. He was lodged in jail to await hearing by the grand jury.

J. E. Smith, Birds, Ill., Mar. 13: With soaking rains Mar. 11 and 12, following the thaw and break of protracted frost, the improvement in growing wheat is remarkable, and if it continues thruout the month I shall be able to make my monthly report to Washington at 100 per cent of normal condition Apr. 1.

The mysterious shortages in cars of grain shipped from the farmers' elevator at Bethalto, Ill., which had been a source of great worry to the stockholders, were explained recently. It was discovered that a stick had lodged across the chute thru which the grain passed from the scales to the cars, and caused the grain to back up and overflow into a bin.

The Illinois State Board of Agriculture on Mar. 13 reported that the wheat crop was in excellent seasonable condition, being 76 per cent of a full average for this time of year. While the plant generally is small, it is of good color, with strong roots, and ready to make vigorous growth as soon as the weather is favorable. Central Illinois reports the crop as in somewhat better condition than the southern division, the condition of the two sections being 80 and 72 per cent respectively. No complaint of winter killing was received, and the present condition of wheat is very encouraging.

Bucket-shops in southern Illinois are to be restrained from using the quotations of the Chicago Board of Trade. The telegraph companies have brought suit against the following 22 illicit concerns: Charles O. Jones & Co., comprising C. O. Jones and W. R. Lockridge, Springfield, Ill.; Charles W. Shade and Roy Maddock, Lexington, Ill.; James F. Cooley, Harry Knapp, Lincoln, Ill.; Decatur Grain & Commission Co., Decatur, Ill.; S. L. Weaver, John L. Keister, Peter Chase, Benjamin Z. Taylor & Co., Decatur, Ill., comprising Benjamin Z. Taylor, John L. Schroll, Frank Durbin, James K. Stafford Samuel Durbin and Earl Rundell; Decatur Grain & Commission Co., Cerro Gordo, Ill.; John Richards, Lewis McMillan; Decatur Grain & Commission Co., Bement, Ill.; McBride, William D. Mather, Virginia Ill.; Oscar Weisenberg, Jacksonville, Ill.; J. A. Joel, East St. Louis; Robert A. Groch, Danville, Ill.; R. J. Hammond, Pana, Ill.; Wallace & South, Shelbyville, Ill., comprising Xerxes Wallace, C. F. South, H. S. Beem; Olney Grain & Stock Exchange, Olney, Ill.; T. B. Hastrowser, Thomas A.

Casaway, Charleston, Ill.; James Moxan, Milford, Ill.; Ray & Marshall Rossville, Ill.; George T. Ray, C. H. Marshall, Staninger & Co., Hoopeston, Ill.; Ezra E. Staninger, Andrew J. Mundy, H. A. Mundy, Eugene Carter, and A. H. Curtis, Champaign, Ill.

## INDIANA.

Join the state association.

M. L. Oliver grain merchant at Monroe, Ind., has been ill.

Mr. Anderson of Bethel, Ind., has bot the elevator at Economy, Ind.

Coats & Hinshaw, of Winchester, Ind., have purchased and will remodel the elevator at Albany.

Sam Finney has sold his elevator at West Lebanon, Ind., to Samuels & Co., of Boswell, Ind.

R. M. Wilkenson owned the elevator at Stockwell, Ind., recently purchased by T. J. Sims of Frankfort.

Sartor Bros. have purchased the elevator at Oaktown, Ind., formerly operated by Bond, Sheperd & Bond.

C. M. Lemon has replaced some of the old buildings about his elevator at Plainville, Ind., with new ones.

Coats & Hinshaw, Winchester, Ind.: Our ad in your Journal brought several replies and we have probably procured a sale.

The Ft. Branch Milling Co. is building an elevator at McGary, Ind. Machinery will be installed by the Reliance Manufacturing Co.

Jacob Logan has moved from Sedalia, Ind., to Rockfield, Ind., where he has a position as manager in Donlin & Ryan's grain elevator.

H. A. Freeman, Waynetown, Ind., Mar. 11: A large acreage of wheat sown in this section which looks well at this writing; old clover all right so far.

S. B. Sampson, Cambridge City, Ind.: The Garrett Milling Co. of Garrett, Ind., began business Feb. 1, and is engaged in the shipping of grain as well as the milling business.

R. M. Sims of Attica, Ind., has sold his elevators at Attica and Aylesworth, Ind., to W. G. West of Washburn, Ill., for \$8,500 cash. W. A. Thompson of Attica effected the sale.

The Goshen Milling Co., Goshen, Ind., Mar. 11: The wheat crop in this vicinity is looking very well indeed, most of the winter it has been covered with snow and has benefited greatly thereby.

Prizes were offered by M. J. Lee of Attica, Ind., for the largest loads delivered at his elevator. One farmer captured all three prizes, his biggest load consisting of 120 bushels of corn.

A fire at Mt. Vernon, Ind., Mar. 14, caused by spontaneous combustion, destroyed the elevator of Fueher & Ford together with 75,000 bushels of wheat. The loss of \$80,000 was fully covered by insurance.

Mrs. Mattie L. Johnson of Logansport, Ind., has purchased land near the tracks of both the Vandalia and the Logansport & Toledo railroads, and will build a grain elevator. Her business will be managed by J. F. Johnson.

The large grain firm of Studebaker, Sale & Co., with headquarters at Bluffton, Ind., will build a \$5,000 elevator at Van Buren, Ind. The elevator will have a capacity of 10,000 bushels and be completely equipped with machinery.

The Richmond Elevator & Milling Co. has been incorporated at Richmond, Ind., for a term of 20 years. Capital stock, \$20,000; incorporators, Ebenezer M. Mc-



Creight, Cyrus F. McCreight and Forest M. Van Sant.

The Kitchels Elevator Co. of Kitchel, Ind., writes that it has put in a large stock of lumber and shingles to be handled in connection with a full line of posts, drain tile, coal and wire fencing. A good business is done in each line, as well as grain, seeds and feeds.

In this column of the Grain Dealers Journal for March 10, it was erroneously stated that the Indiana Millers Mutual Fire Insurance Co., would be able to save many elevator owners fully five per cent of their present cost, in the old line companies, whereas experience has proved that the company saves policy holders fully fifty per cent of the cost of insurance in reliable stock companies.

An explosion of a gas engine Mar. 6 wrecked the mill of J. G. Brudi at Fort Wayne, Ind., seriously injuring Engineer Chas. Gerker. Pieces of the engine flew in all directions and the rear of the mill was blown out. Mr. Brudi writes: We have a Fort Wayne Gas Engine which had a hollow base, and that is what exploded. My opinion is that gases were generated from oil and other materials in the engine base and the explosion was caused by spontaneous combustion.

J. D. Myers, Worthington, Ind., Mar. 17: We are just now winding up last year's grain crop; only a small per cent of wheat and corn remains in the hands of the farmers, many small lots held through the higher prices of December and January are moving now at the decline; local mills are shipping in largely of Northern and Western wheat for home use. An easier feeling prevails in regard to the growing wheat; the few days of warm sunshine, together with rains, have brought it out wonderfully.

The office of the elevator belonging to George Lewis and Al Feltic at Markleville, Ind., was entered by robbers Mar. 10, and the safe blown open with nitroglycerin. The explosion wrecked the furniture. The robbers obtained about \$10, belonging to Mr. Rosenfeld, which he had placed in the cash drawer the night before; but overlooked about \$2,000 in an envelope which with other papers was in a pigeon hole of the safe. No money is usually left in the safe over night, its only use being to protect valuable papers from fire.

## IOWA.

A. J. Mabie is a scooper at St. Anthony, Ia.

Sam Bjelland uses the scoop shovel at Clarion, Ia.

C. M. Gowdy of Britt, Ia., has refused to arbitrate.

J. A. Carden is the only recognized dealer at Rose Hill, Ia.

Harv Hazlett of West Liberty, Ia., patronizes the scoop shovel.

Anthony Hoelker has succeeded Kreitman Bros. at Halbur, Ia.

Bellmer & Watts are scooping grain at Oelwein and Dunkerton, Ia.

R. W. Fleming is no longer in the grain business at Lake View, Ia.

French & Son are the successors of M. L. Thompson at Earlham, Ia.

Charles Ross, grain dealer of Browns, Ia., has moved to Clinton, Ia.

Veldthouse & Son have succeeded Wightman & Son at Holmes, Ia.

A. B. Schmidt & Son, Lytton, Ia.: Couldn't get along without the Journal.

R. B. Carson, of Moulton, Ia., thinks of rebuilding his burned elevator.

Harry Montgomery of Larrabee, Ia., is

a member of the scoop shovel association. The Farmers Exchange Society of Whittemore, Ia., is not recognized as a regular dealer.

Oscar Casey of Dysart, Ia., and Fleming Bros. of Armstrong, Ia., have refused to submit to arbitration.

A. B. Whitmer, a farmer near Kingsley, Ia., has bot for \$4,400 G. D. Mann's elevator at Anthon, Ia.

The Wells & Hord Grain Co. of Nebraska City, Neb., has succeeded J. M. Wolf at Grand Mound, Ia.

F. L. Chapman, who has been buyer for the Mississippi Grain Co., at Battle Creek, Ia., has resigned his position.

J. A. Campbell & Son and the Atlantic Mill Co. of Atlantic, Ia., have refused to submit matter of dispute to arbitration.

The Jackson Grain Co. has been incorporated at Whittier, Ia. Capital, \$50,000; incorporators, J. E. Jackson and others.

F. L. Howe & Co. of Radcliffe, Ia., and the Northern Iowa Grain Co. of Sioux Rapids, Ia., are not in favor of arbitration.

O. C. Fasberg, Rembrandt, Ia., Mar. 17: Not much grain moving, farmers holding back what little they have for better prices.

The farmers at Ruthven, Ia., have organized a company for buying grain, and will build an elevator. They have a capital of \$2,500.

M. McFarlin, president of the Des Moines Elevator Co. of Des Moines, Ia., is planning to erect a new elevator at Moberly, Ia.

Wm. Albers has sold his grain warehouse at Hinton, Ia., to a Minneapolis firm, who will build a large elevator in time for this year's crop.

George E. Stayner has resigned his position as station agent at Belle Plaine, Ia., to accept one with the Northern Grain Co. at that place.

Grain thieves are busy in Palo Alto County, Iowa. The Spencer Grain Co.'s house at Crippen has been broken into several times, and considerable grain taken each time.

The Farmers Elevator Co. has been incorporated at Gowrie, Ia., with a capital stock of \$4,000. Incorporators: Francis Ducharme, P. O. Hocum, G. A. Sell and others.

W. A. Bryant & Son of Cedar Falls, Ia. have purchased the elevator at Popejoy, Ia., formerly owned by Pritchard & Henderson. Mr. Henderson will be their buyer for a time.

Unless the regular dealers of the state keep after their representatives in the state legislature they cannot expect to obtain relief from guaranteeing tenants rent, and frequently paying for grain a second time.

P. A. Axen, Galt, Ia.: I have found a buyer for my elevator and residence, and think the Grain Dealers Journal is O. K. for advertising as well as for the good of anyone interested in the grain trade.

Wm. Wilkie has discontinued scooping at Webster City, Ia. and has become a member of the Iowa Grain Dealers Association. He is now a regular dealer at Wilkie, Ia. His post office address is Alden, Ia.

F. L. Thompson, the former manager of the bankrupt farmers' elevator at Whittemore, Ia., has returned and surrendered himself to the sheriff. The bonds which he gave for \$5,000 when he entered the employ of the company, were allowed to lapse.

Wm. Felton & Bros., Neola, Ia., are not regular dealers, and should be looked out for when there is much grain to handle.

The regular dealer is the Wells & Hord Grain Co., the successor of John Lafferty, who has removed to Oklahoma.

The arbitration committee of the Iowa Grain Dealers Association at Des Moines, Mar. 21, decided the case of W. H. Merritt & Co., of Chicago, against C. D. Goodrich, on account of failure to deliver 5,000 bushels of No. 3 white oats sold last July and August, at 24½ cents and bot in afterwards at a rise of 14 cents. Goodrich was awarded one-half of the difference, 7 cents.

A man named Crocker is conducting a scoop shovel business at Randolph, Ia. He is sending cards to Kansas and the Southwest advertising himself as the "Nishua Valley Seed Co." The grain trade will act wisely if they will patronize regular dealers.

The landlords' lien law has been favorably reported by the judiciary committee of the Iowa Senate, and soon should appear on the calendar of the senate. Watch for it; work for it. The judiciary committee, however, made a slight amendment that will require the bill to go back to the house for approval should it pass the senate.

The Southeast Iowa Grain Dealers Association held its annual meeting at Oska-loosa, Mar. 18, and elected J. A. Carden of Winfield, president, H. W. Van Dyke, vice president, and E. L. McClurkin of Morning Sun, secretary and treasurer. A governing committee composed of E. A. Milter, Dan Unsicker and Chas. Stephenson, was chosen. The meeting was enthusiastic and harmonious.

W. C. Layton, formerly connected with the B. A. Lockwood Grain Co., has rented the old distillery property at Des Moines, Ia., and intends to fit the building for a general storage and cleaning plant for the benefit of the Des Moines elevators and grain firms. Much wheat is shipped through Des Moines in transit to cleaning houses at other points and the establishment of a cleaning house at Des Moines would make this unnecessary. The house already contains an elevator of 100,000 bushels capacity.

## KANSAS.

John Charlesworth has bought the Culp elevator at Scottsville, Kan.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

F. L. Williamson & Co., Clay Center, Kan., will erect a large elevator for the storing of wheat.

The Farmers Grain & Livestock Co. has been incorporated at Lewis, Kan., with a capital of \$2,500.

The Farmers Grain, Livestock & Mercantile Co. has been incorporated at Coates, Kan., with \$5,000 capital.

J. E. Andrews, Marysville, Kan., Mar. 17: Crop looks good, hard freeze last night, near zero, some wheat looks good.

H. Work & Co. of Ellsworth, Kan., have recently purchased the two elevators at Frederick, Kan., formerly operated by Murray & Wright.

H. Work, of Ellsworth, writes that R. J. Edward's flouring mill at Bunker Hill, Kan., was burned Mar. 9. Loss \$10,000 to \$15,000; cause of fire unknown; no insurance.

S. B. Samuelson, who has been engaged in the grain business at Stromsburg, Neb., for several years, has lately resigned his position as mayor of that city, sold his business interests there and purchased elevators on the Kansas City & Omaha and St. Joseph & Grand Island railroads, be-



tween Stromsburg and St. Joseph, Neb. He, his family and his business partner, A. V. Nelson, have gone to Hiawatha, Kan., where they will establish headquarters.

#### KANSAS LETTER.

Frazier & Thomas of Athol have been succeeded by Thomas & Harrison.

A. Ammon & Son have sold their grain business at Hiawatha, Kan., to A. V. Nelson and S. B. Samuelson.

E. J. Smiley, secretary of the Kansas Grain Dealers Association, made a trip to Gove City, Kan., to attend the trial of John F. Jones vs. H. Harrington.

J. T. White of Ada, Kan., made a trip to Topeka last week to attend the annual meeting of the grain dealers association, being under the impression that the meeting was to be held the 18th and 19th.

A one fare rate for the round trip has been granted by all the roads into Topeka, account of the meeting of the Kansas Grain Dealers Association in that city March 25 and 26. This will enable practically all dealers to attend this meeting, which promises to be of more than usual interest. The headquarters of the grain dealers will be the Throop Hotel, where a reduced rate has been secured.

H. Harrington, editor of the Gove County Herald, published the statement that John F. Jones, who is a druggist and grain dealer at Grinnell, was supposed to have secured illegal profits both by selling liquor and by robbing his farmer customers by illegitimate prices paid for grain. A libel suit was brought in the Gove County Court in November, 1901, but owing to the absence of important witnesses it was carried to March 18. An agreement was reached, the defendant making good what was demanded by the plaintiff. —A. M. D.

#### MICHIGAN.

A grain elevator will be built at Beaverton, Mich.

M. H. Vaughn has given the contract for the building of a large elevator at Caro, Mich.

N. O. Ward and the Darrah brothers of Big Rapids, Mich., will erect a grain elevator at Stanwood, Mich.

The elevator at Mendon, Mich., recently sold to George H. Crawford of Greenwich, O., belonged to C. E. Beebe.

John Crovden has succeeded Boomer & Co., grain commission merchants at Detroit, Mich. W. M. Boomer, of the firm, recently died.

Ainsworth, Hanner & Co. are going to build an elevator at Owosso, Mich., for the handling of grain, beans, hay and wool. W. S. Carson is their local representative.

E. F. Knappen has bought the old Gilkey elevator at Plainwell, Mich., and with Q. R. Hogg, as a partner, will convert the unused building into a first-class elevator and feed mill.

John W. Smith and Orra C. Allen have purchased the elevator at Portland, Mich., formerly owned by S. Brooks & Son, and will carry on the grain, produce and coal business at that place.

According to the Secretary of State of Michigan, the bean crop of the state during 1900 amounted to 3,012,472 bushels, valued at \$6,000,000. This has only been exceeded by the crop of 1896 which was 3,049,135 bushels.

A large elevator owned by the Michigan Milling Co. at Oak Grove, Mich., was destroyed by fire Mar. 10, causing a loss of \$5,000. The fire which started in a box car near the elevator, is supposed to have

been caused by tramps. The elevator will be rebuilt.

Detroit has lost the thru billing privileges over the Grand Trunk Railway, and by which that city has managed to retain some of its grain trade. As the cancellation of these privileges would practically wipe Detroit off the map as a grain market the grain men are making vigorous protests to the general manager of the road, C. M. Hays.

The Michigan crop report, issued by Fred M. Warner, secretary of state, gives the condition of wheat Mar. 1 as good; many correspondents say that the crop looks better than when winter began. If the condition does not materially change the prospects will be good for a fair crop. The total number of bushels of wheat reported marketed by farmers in February at the flouring mills is 208,174, and at the elevators 91,238, or a total of 299,412. The total number of bushels of wheat reported marketed in the 7 months, August-February, is 2,420,006, which is 363,503 bushels less than reported marketed in the same months last year. At 29 mills and elevators from which reports have been received, there was no wheat marketed in February. The total amount of wheat shipped by railroads from various stations, as reported for January, is 164,015 bushels.

#### MICHIGAN LETTER.

Beans are quoted lower, choice hand-picked stock is now offered at \$1.50 f. o. b. Grand Rapids.

Five carloads of seed peas have been received at Harrisburg for the farmers of Alconia County.

The Middletown Cereal Co. of Owosso, a branch of the Battle Creek Health Food Co., has bought more land and will put up new buildings.

Articles of incorporation for the Marshall & Northern Railroad proposes to build a road 50 miles in length from Marshall to Sunfield, on the north line of Eaton county.

Local receipts are slightly increased owing to the better condition of the country roads. Corn and oats are moving quite freely and the demand for same has increased.

The old flour mill and elevator at Dewitt, which has stood for the past fifty years, was recently destroyed by fire, causing a loss of about \$4,000. The property was owned by Mrs. B. Webber of Lansing, Mich.

The car situation is again dubious. Grain dealers find it difficult to secure the required number of cars in which to move their grains and millers have been obliged to store their produce awaiting the arrival of cars.

The property of the Albion Milling Co. has been sold at auction and was bid in by the mortgagees for \$38,000. This sale will clear up the difficulties which arose from the failure of the mill several years ago.

A car in the middle of a west bound Michigan Central freight train collapsed near Vandalia and seven cars loaded with grain were hurled into the ditch. The seven cars were demolished and the loss will amount to thousands of dollars.—W. S. R.

#### MINNESOTA.

W. F. Quinn is manager of the elevator at Watson, Minn.

The Empire Elevator Co. has purchased an elevator at Miles, Minn.

The remaining 25 memberships held by the Duluth Board of Trade were sold

Mar. 18 at \$1,000 each. Memberships now are \$1,250 bid.

Memberships in the Minneapolis Chamber of Commerce are selling at \$4,000.

The farmers in the vicinity of Brown-ton, Minn., have organized and will build a grain elevator.

The Finch-Parker Elevator Co. has equipped its elevator at Revere, Minn., with a corn sheller.

The Era Grain Co.'s elevator at Elmore, Minn., was destroyed by fire Mar. 16, together with 400 bushels of grain.

A rule requiring all clerks employed on the trading floor to hold memberships is proposed by the Minneapolis Chamber of Commerce.

For the storage of Canadian wheat the Treasury Department has bonded 121 bins in Elevator E and 22 bins in Elevator F at Duluth, Minn.

To grind Canadian wheat in bond at Minneapolis, Minn., the Washburn-Crosby Co. has set aside Mill E, having a capacity of 3,000 barrels per day.

The W. P. Devereaux Elevator Co. will build an elevator of 20,000 bushels capacity at Jeffries Spur, Minn. Younglove & Boggess have the contract.

Edward K. Norton, retired grain merchant, formerly in the employ of the Red River Elevator Co. at Minneapolis, Minn., died Mar. 7, at Detroit, Mich.

L. W. Gingery has bought of G. R. Zickrick the elevator on the Milwaukee tracks at Hutchinson, Minn., and moved from Mason City, Ia., to that place.

The Douglas Elevator Co. of Worthington, Minn., has taken possession of the elevator at Luverne, Minn., formerly operated by the Benson Grain Co. E. J. McMullen will be retained as manager.

The elevator belonging to Powers Elevator Co. at Blue Earth, Minn., and the grain it contained were, Mar. 16, totally destroyed by fire, the cause of which is not known.

A fire started Saturday, Mar. 8, in the office of the Revere Elevator Co. at Revere, Minn., destroying the office and contents, and damaging the elevator. The loss was about \$500. The origin of the fire is not known.

The Electric Steel Elevator Co., of Minneapolis, Minn., has applied to the Treasury Department for the bonding of two of its steel storage tanks having 250,000 bushels capacity, for the reception of wheat from Canada. C. E. Thayer, manager of the Electric Steel Elevator, who recently returned from a trip through Assinaboia, says that there is no reason why, under ordinary conditions, the grain of western Assinaboia should not come to Minneapolis. All depends upon the Canadian Pacific railway, however, for without as favorable rates as Canadian terminals receive, it would be impossible.

Chief Grain Inspector Marshall of Minnesota reports that the January earnings of the Minneapolis inspection were \$7,025, and the expenses \$4,583. The St. Paul inspection earnings were \$70 and the expenses \$191. The Duluth inspection earnings were \$2,304, and the expenses \$3,428. The total inspection earnings were \$9,526 and the expenses \$8,330. The net gain of the inspection department was \$1,196. In the weighing department the earnings were \$7,407 and the expenses \$9,216, a loss of \$1,808. In the registration department there was a total loss of \$2,927. The total expenses in excess of earnings was \$4,454.

#### MISSOURI.

The Brinson-Judd Grain Co., of St. Louis, Mo., is building elevators at



Springfield, Mo., Wentworth, Mo., and Altamont, Kan.

J. B. McNabb is making plans for a large elevator at Dalton, Mo.

David Baker, grain dealer 83 years of age, died at Richmond, Mo.

W. H. Fickel will put a gasoline engine and seed cleaner in his elevator at Edina, Mo.

M. B. Sherwood, owner of the Brashear Elevator at Brashear, Mo., will install a seed cleaner.

M. B. Sherwood of Brashear, Mo., writes that R. M. Hines contemplates engaging in the grain business at that place.

The St. Louis Hay & Grain Co. has placed a 130-foot Jeffrey conveyor, manufactured by the Jeffrey Mfg. Co., in its house at St. Louis, Mo.

M. B. Sherwood, Brashear, Mo., Mar. 20: Large acreage of wheat and rye out in Adair Co., Mo., which looks well; owing to high price of seed oats only a small acreage was planted this spring; farmers are compelled to buy a large amount of seed corn this spring.

The Missouri State Board of Railroad and Ware house Commissioners has issued an order forbidding all railroad companies in Missouri from making extra charges for grain already sacked for other markets than St. Louis. This action was taken as the result of the complaint of the grain men that the Iron Mountain Railroad was charging \$2 extra.

### NEBRASKA.

O. H. Eggleston is now sole owner of the Farmers Elevator at Rising City, Neb.

J. H. Hamilton & Co., of Omaha, Neb., have succeeded A. E. Bowers at Otho, Ia.

It is reported that A. H. Fricke will build an elevator at Portal, Neb., on the Missouri Pacific R. R.

Joe Anderson, the purchaser of the old oat meal mill at Stromburg, Neb., will convert it into an elevator.

A tornado which swept through Nebraska on the morning of Mar. 11, damaged the elevator and cribs of the Omaha Elevator Co. at Elkhorn, Neb.

The W. P. Devereaux Elevator Co. of Minneapolis, Minn., has recently closed a contract with Younglove & Boggess Co. for the erection of a 20,000-bushel elevator at Sholes, Neb.

W. J. Blair, Linwood, Neb., Mar. 10: Winter wheat looks all right at this time; if we have the right kind of weather during March, it will make an average crop.

The Bartling Grain Co. has been incorporated at Nebraska City, Neb., with \$50,000 capital stock. Incorporators: H. H. Bartling, H. H. Bartling, Jr., and E. D. Bartling.

Terwilliger & Dwight, a grain elevator firm of Iowa and South Dakota, was incorporated Mar. 7, to do business in Nebraska. Capital, \$50,000. George Terwilliger is secretary of the company.

### NEBRASKA LETTER.

W. M. Coryea has sold his elevator at Alvo to Evans & Hare of South Bend.

Walker & Adams of Waverly are making quite extensive repairs on their elevator at that point.

The Bertrand Farmers Business Ass'n has sold its elevator at Bertrand to E. D. Foster of York.

W. C. Moore of Ohioa has bought the elevator at Guide Rock formerly operated by R. S. Proudfoot.

Terwilliger & Dwight of Sioux City, have purchased of S. Fritzson, his elevators at Randolph and Beldon on Pacific Short Line.

W. C. Moore has sold his interest in his Angus elevator, and it will hereafter be operated under the name of W. C. Moore & Co.

The Philips Business Association of Philips has sold its elevator at that point to the Wells-Hord Grain Co. of Central City. F. C. Purdy, who managed the business for the Philips Business Ass'n, will continue as agent for the new owners.—E. C.

### NEW ENGLAND.

Harry Kilburn and Charles Moorehouse are now partners in the grain and feed business at Waterbury, Conn.

Bicknell & Standley have succeeded E. W. Hone in the grain business at Canton, Me., and have installed gasoline power in place of steam.

Hermon Jeffs, grain dealer at Jefferson, Mass., is planning to build an elevator. It will be a one-story wooden building, 20 by 60 feet.

### NEW YORK.

Memberships in the New York Produce Exchange have sold as high as \$525, reacting to \$450.

The Empire Hay & Grain Co. has been incorporated at Albany, N. Y., with \$3,000 capital.

W. W. Hoover is building a feed mill at Barley Sheaf, N. Y., to be run by a gasoline engine.

J. H. Norton, of Norton & Switzer, grain merchants of Chicago, is now a member of the New York Produce Exchange.

John H. Webster, formerly in the grain business at Millerton, N. Y., has filed a petition of bankruptcy. Liabilities, \$12,000; no assets.

W. S. Becker and A. J. Stafford will engage in the grain, produce and coal business at Red Creek, N. Y., April 1, occupying the warehouse of J. W. Moore, who retires.

The grain inspection committee of the Buffalo Merchants Exchange on Mar. 12 voted to indorse the standard sample adopted at the recent convention of the Chief Grain Inspectors National Association.

F. Howard Mason, secretary of the Merchants Exchange, Ray W. Searle and B. J. Burns left Buffalo, N. Y., Mar. 13, on a western tour for the purpose of obtaining information regarding the systems of buying and selling grain on options.

J. E. Smith and A. A. Adams have purchased the Middlesex Mills and property at Middlesex, N. Y., and will convert the building into a grain elevator with feed run attached. Part of the building may be used for a bean house by M. C. Stark.

New members of the New York Produce Exchange are Geo. F. Marcy of the Armour Grain Co., Geo. A. Seaverns, Jr., of the Alton Grain Co., W. J. Fyffe of Fyffe Bros. Chas. C. Gates of Harris, Gates & Co., and Alexander Geddes, all of Chicago.

A new rule proposed by the New York Produce Exchange will charge the public and members of other exchanges  $\frac{1}{8}$  cent commission per bushel. Members are to pay 1-16 cent. The consideration of the new rule ran the price of membership \$250 higher.

### BUFFALO LETTER.

The canal-enlargement bill, or a political issue next fall on it, is the cry of the canal men. The other party is eager to take it up if the Odell people throw it down now.

Chief Grain Inspector Shanahan of the

Merchants' Exchange is already receiving, as secretary of the National Association, endorsements of the uniform grain grading plan.

The raising of the car-load minimum for all grain products, which is announced by most of the trunk lines does not surprise the trade and in general the change will be accepted as inevitable.

Practically all the winter cargoes of grain are now unloaded in spite of slow business. The amount was less than usual, though the elevators have done a fair business and are quite well stocked now.

The roads have made no spring grain rates yet, so there is no canal business in that line. The demand in New York for up cargoes is very stiff at \$1 a ton for merchandise. There are only about 50 boats in Buffalo.

The Erie Canal is to open officially April 24. This is earlier than the average, but the boatmen are always anxious to get in line for the lake opening, and that is likely to be early this season, they are not much pleased with the date.

Grain business is very quiet, more so than for a long time. Dealers are picking up what chance trade they can, but there will be no volume to it till an export demand sets in again. Corn is so high that nothing is expected in that line.

The grain inspectors are sad over the lack of car business, but they do not favor a big lake business on winter cargoes. The corn always comes down in pretty bad condition and it hurts trade east, while some of it always gets into the export movement and upsets things there.

The spring grain fleet is a mere nothing so far and may not exceed a million bushels capacity. The light export demand has something to do with the falling off, but it is said that the disposition of shippers to rush the fleet out the moment the Straits are open and make an expensive trip down through the ice is a leading reason for light business.

There is enterprise on the canal at least. New York capitalists have organized the New York & Western Transportation Co., with \$300,000 capital, and agents are flying about getting options on all the boats, a great part of which have already been taken. Our boatmen seem willing enough to step down, though they made money last season and will do so again with similar conditions. The new company is an extension of the Stillwell canal line and is therefore well acquainted with the business.

The Buffalo maltsters are asking Congress to throw off the barley tariff. A delegation composed of Messrs. Burns and McLaughlin of the local association has been to Washington and presented the case so well that they feel confident of success. The claim is that the home farmer will not oppose the measure and the west will favor it, as Canada is preparing to impose a ten-cent duty on corn, unless something is done to lower our barley duty. All the down-state maltsters, who are dependent on the home crop for business, are idle now and it is claimed that New York can again raise barley profitably if it can also be obtained from Canada.

Such an enthusiastic committee came back from an inspection of the western grain-trading centers that Buffalo is fairly committed to the business already. They are sure that it can be set up here without a shadow of doubt and an effort will be made to establish it about the middle of April. They appear to have found much more of this style of speculation wherever they stopped than they ex-



pected, especially in Duluth, which is anxious to see Buffalo launched in the business, for there seems to be a sort of feeling against New York; and as for trading with Chicago that is not in the direct line for actual delivery, so it is promised that Duluth shall give Buffalo a good slice of its business.—J. C.

### NORTHWEST.

Barlow, N. D., is to have a new elevator.

A farmers' elevator will be erected at Hatton, N. D.

Andrews & Gage will soon own a new elevator at Lisbon, N. D.

The Spencer Grain Co. has closed its elevator at Marion, S. D.

Clemmer & Wilson will build a large grain elevator at Lovell, N. D.

The Farmers Elevator Co. of Reynolds, N. D., will build a grain elevator.

Howard & Bemis are the successors of W. E. Hendricks at Bushnell, S. D.

S. L. Potter has secured a site and will build a grain elevator at Webster, S. D.

Ezra Martin of Northville, S. D., has bought the Van Dusen elevator at Arlington, S. D.

Clark's Elevator Co. will erect a grain elevator at Hillsboro, N. D., of 30,000 bushels capacity.

W. W. Stoddard and D. Theophilos of Howard, S. D., are putting in corn shellers and will ship corn.

The Farmers Elevator at Humboldt, S. D., was sold Mar. 10, to satisfy the claims of its creditors.

The Farmers Elevator Co., lately organized at Portland, N. D., will erect a 50,000-bushel grain elevator at that place.

Nels Folven has purchased C. G. Anderson's interest in the elevator formerly operated by the firm of Folven & Anderson, at Hoople, N. D.

Chas. Fanset of Geneseo, N. D., writes that if the Sioux Road is extended from Hankinson to Veblin, N. D., many new elevators will be built.

The Dell Rapids Elevator Co. will build an elevator of 100,000 bushels capacity at Dell Rapids, S. D. Work is under the management of the Younglove & Boggess Co.

C. A. Laurson of Howard, S. D., writes that W. C. Boorman of that place has a new two-pair high feed mill in connection with his elevator.

Farmers' organizations will erect elevators at Page, Finley, Hope, Colgate, Galesburg and other North Dakota towns in that vicinity this spring.

J. A. Dickson's elevator at Lesterville, S. D., containing 5,600 bushels of oats and corn was burned recently. Loss on the grain \$1,000. The building was fully insured.

A fire, supposed to be of incendiary origin, recently destroyed J. H. Dickson's elevator at Centerville, S. D., together with 6,000 bushels of wheat. Both building and grain were covered by insurance.

Chas. Fanset, Geneseo, N. D., Mar. 19: Crop prospects for the coming year are good, we have plenty of moisture and plowing was almost completed last fall; the farmers have commenced to harrow and will be seeding by the first of April providing we do not have any more snow storms.

The Dakota Malt & Grain Co. has completed at Sioux Falls, S. D., one of the finest malting plants in the west, and one that reflects great credit on the builders, the Barnett & Record Co. The plant is composed of five buildings. The elevator is 120x42, with a capacity of 200,000 bush-

els. The malting capacity is 300,000 bushels per year. The officers of the company are M. Levinger, president, Sioux Falls; vice president, C. N. Voss, Davenport, Ia.; secretary, C. J. Langfeldt, Sioux Falls; treasurer, C. E. McKinney, Sioux Falls.

### OHIO.

It is said the Miami Maize Co., of Toledo, O., will be consolidated with the American Hominy Co.

Ralph G. Spencer has bought the Leopold elevators at Ottawa, O., formerly owned by S. Stanton & Son.

Willis Jones of Derby, O., is now in charge of the elevator at Mt. Sterling, O., formerly owned by Jones & Jones.

A. J. Wolfe has succeeded Wolfe & Baker at Fremont, O., and announces that he is in the market for grain, wool, hides and fur.

Samuels Rudy's grain elevator at Covington, O., was burned Mar. 13, together with its contents. The grain was a total loss with no insurance.

Eastern capitalists will erect a grain elevator, 100 by 50 feet in dimensions, early this spring at Findlay, O., to handle all kinds of grain.

Lewis G. Gillard, a prominent grain dealer of Van Wert, O., was struck by a train Mar. 13, and narrowly escaped death. His friends hope for his recovery.

It is not right that the Ohio Grain Dealers Mutual Fire Insurance Co. should have to coax, plead and insist upon the Ohio dealers patronizing their own institution.

The Lake Shore Elevator Co. has been incorporated at Glenville, O., to run an elevator and deal in grain, hay and coal. Capital stock, \$12,000; incorporators, Louis Faber, V. L. Twining and G. P. Hart.

The directors of the Cincinnati Chamber of Commerce have made a rule that non-members paying a fee of \$10 may avail themselves of the grain inspection privileges provided they be represented by a member of the Chamber.

W. F. Johnston of Damascus, O., has purchased the two elevators of the Shelby Mill Co. at La Rue, O. Frank Lee, who has been manager for the company seven years, will seek employment elsewhere. Mr. Johnston's sons, Hart & Roy, will be associated with him in the business.

A meal and feed mill will be installed in the Root & Green elevator at Sandusky, O., of which I. L. Parker is manager. The elevator has a 30,000-bushel capacity and its machinery is driven by a gas engine, fuel for which is furnished from a gas well, owned by the company.

C. F. Barnhouse of Morral, O., will build an up-to-date elevator of 12,000 bushels capacity at Raymond, O. Business at that point will be conducted in the name of Barnhouse Bros. and will be in charge of H. O. Barnhouse. Work on the elevator will be commenced as soon as the weather permits.

The elevator of the Zorn-Horning Co., at Gibsonburg, O., was damaged, Feb. 28. The underpinning in the lower part of the elevator gave way and 800 bushels of corn, which was stored on the second floor, fell into the basement. Considerable damage was done to the building but no one was injured. Repairs were begun at once.

### PACIFIC COAST.

Henry P. Westerman of San Francisco, Cal., who was formerly a distiller at

Pekin, Ill., has formed a grain distilling company.

R. B. Wilson of Pullman, Wash., has moved to Rosalie, Wash., to fill a position as manager with the Tacoma Grain Co.

The Puget Sound Malting Co. has been incorporated at Seattle, Wash., with a capital stock of \$50,000. Incorporators: Louis G. Desor and Frank Dreyer.

One of the Southern Pacific wheat docks at Portland, Ore., is to be used for other purposes, having been rendered inaccessible thru the construction of a bridge.

T. P. Stearns, trustee of the Farmers Warehouse Co. at Garfield, Wash., has bought the warehouse on the Spokane & Palouse road which belonged to the company.

John W. Arrasmith, the new chief grain inspector of Washington, has appointed S. S. King for his first deputy. Mr. King will be located either at Spokane or on the Sound.

Utah millers are endeavoring to have the rate on wheat from Oregon reduced to 40 cents, the ruling rate some time ago, and on which they laid in supplies. With flour maintained at the increased rate of 52 cents the millers are very prosperous.

Alexander McDonald, a well-known grain broker of San Francisco, Cal., died suddenly Mar. 7. Heart disease is thought to have been the cause of his death. Mr. McDonald, who was a native of Scotland, was unmarried and is reported to have been worth about \$200,000. None of his relatives are known to be living.

The Treasury Department has authorized the collector at San Francisco, Cal., to liquidate entries covering exportations of bags without requiring the entries to set forth the shipping marks and numbers. Upon the reimportation of any bags marked with the words "For drawback," the burden of proof shall rest upon the importers to show that such bags did not enjoy the benefit of drawback upon exportation.

Negotiations are being carried on between the Portland Flouring Mills and the Great Northern railway for the purchase of warehouses at Ephrata, Wilson Creek, Harrington and Mohler, Wash. These stations are located in the wheat belt and their purchase is made necessary by the increased acreage of wheat in the adjoining territory. The amount of wheat shipped annually varies from 40,000 to 100,000 bushels.

### PENNSYLVANIA.

The Philadelphia Grain Elevator Co. of Philadelphia, Pa., has sold its large corner lot for \$100,000.

Amos Rutter, whose elevator at New Holland, Pa., was burned Feb. 22, will rebuild as soon as possible.

The Pittsburg Grain Exchange has protested against the switching charge of \$2 per car imposed by the Pittsburg & Lake Erie Railroad on grain reconsigning to western parts of the city within the city limits.

### SOUTHEAST.

The Drago Grain Co. of Mobile, Ala., will rebuild its structure which was burned recently.

Clinton P. Paine, a member of the Baltimore Chamber of Commerce, died suddenly Mar. 13, at Naples, Italy.

State hay inspection is opposed by the Baltimore Chamber of Commerce. A committee composed of Chas. England, E. Clay Timanus and W. G. Bishop visited



Annapolis recently to protest against the passage of the bill.

Morgan-Hardy Grain Co., Union City, Tenn., Mar. 17: We have full acreage in wheat and crop looks well after hard winter and is now growing nicely.

Lewis T. Hudspeth has been appointed receiver to close up the business of the Richmond Grain Co., owned and operated by Charles H. Hudspeth, who has disappeared from Richmond, Va.

C. H. Rivers & Co. have leased the large brick warehouse recently built by the A. V. & W. Ry. Co. It has an electric elevator and all modern improvements and is situated on the St. Johns River front, where they are prepared to handle shipments by rail or water. A. M. Walther, broker, has arranged to handle his consignments thru this house.

Baltimore exporters held a meeting Mar. 12 and perfected the organization of the Grain Shippers Association, with Blanchard Randall as president and Frank Frick, Jr., as secretary. The association will give its special attention to developing the trade of Baltimore. A committee composed of J. Collin Vincent, Ferdinand A. Meyer and Geo. S. Jackson will investigate the causes of the loss of trade.

President Macgill has appointed the following five prominent members of the Baltimore Chamber of Commerce to thoroughly investigate the complaints of short weights at the Locust Point and Canton Elevators: Chas. England, Jas. C. Gorman, Jno. W. Snyder, Wm. Rodgers and Geo. Frame. The committee held a meeting Mar. 13 to outline methods of procedure. The first mentioned was chosen chairman and the last secretary.

Significant figures have been compiled by the Memphis Merchants Exchange showing the growth of that grain market even in a time of crop shortage. Receipts of corn during 1901 were 6,317,000 bushels; compared with 3,898,000 bushels during the preceding year. Oats show a similar gain, 6,799,000 bushels having been received; compared with 3,366,000 bushels the preceding year. To have doubled its grain receipts in a single year speaks well for Memphis.

### SOUTHWEST.

Vic McCarrick of Okarche, Okla., has charge of one of the El Reno Mill & Elevator Co.'s elevators.

The old Texas & Pacific Elevator at New Orleans, La., is to be remodeled and its capacity increased from 500,000 to 750,000.

John Lafferty, Perry, Okla., Mar. 17: The wheat acreage will be cut short at least 10 per cent on account of soft wheat being killed out; and the damage to hard wheat is about 10 per cent. The former is not considered much loss as the ground will be put to oats.

E. P. Clark, Hennessey, Okla., Mar. 16: We have just had a fine rain and old mother earth just opened her mouth and sucked it all in. I have just been down in the new country opened for settlement and the people are all smiles. The demand for our lines is more encouraging than it has been for some time. The wheat is coming up and it won't be long until we know how much has been damaged.

J. H. Riley suffered a heavy loss from fire Mar. 14, at his ranch near Fowler, Colo. The elevator filled with grain, the feeding plant, the corrals and other property, covering about 15 acres altogether, were destroyed. The loss in grain and buildings is \$10,000 at the least with only

\$1,000 insurance. The fire is supposed to have started in a pile of chopped alfalfa by a spark from the Santa Fe engine. There were no means of fighting the fire which was fanned by a fierce wind.

### TEXAS.

Keel & Son have succeeded Patrick & Keel at Gainesville, Tex.

The Whaley Mill Co. will build an elevator at Gainesville, Tex.

A fire at McKinney, Tex., on the morning of Mar. 8, damaged the grain in the warehouse of Shrader & Burrage, causing a loss of \$1,800. The insurance was \$1,500.

Cyrus Bros., Cleburne, Tex., write that the M. K. & T. R. R. has just closed a contract to build into town and that Sam P. Ramsey has retired from the grain business.

Cyrus Bros., Cleburne, Tex., Mar. 15: Have had a good rain, wheat and oats much improved; plenty of stock water; grass has begun to grow; corn is about all planted; farmers in good cheer.

W. W. Majors, Midlothian, Tex., Mar. 11: We are rejoiced over the fine rain which is now falling in Texas; we have a fine season all over the grain belt of Texas; came in good time to save our crop of wheat and oats.

S. E. McAshan, Houston, Tex., Mar. 15: All crops in this vicinity are promising; we have had a mild winter—plenty of rain but not too much. Grass is now fair grazing and there is a hopeful feeling both here and throughout the entire state.

H. B. Dorsey, secretary of the Texas Grain Dealers Association, writes that the executive committee soon will select the time for the annual meeting of the association to be held at Waco. It is expected that the date will be fixed for the last week in May.

E. O. Stanard Milling Co., Dallas, Tex., Mar. 14: We think the acreage of wheat is about 90 per cent of what it was last year; we have just had good rains over the entire wheat belt and present prospects would indicate that we would have about 75 per cent of a crop of this cereal.

W. A. Bass, Hubbard City, Tex., Mar. 17: About 25 per cent more grain was planted this year than last; the crop is not promising just now owing to the extended drought recently broken throughout the state, but with conditions favorable later on the heaviest crops on record will result.

Fire insurance companies to the number of 28 will withdraw from Texas on account of the anti-trust laws of the state. The withdrawal of so many competing companies is likely to effect an increase in rates and make investments in fire-proof steel grain storage tanks more remunerative.

John B. Nichols, Crawford, Tex., Mar. 18: Since the glorious rain of the 11th, new life in trade and farmers are happy; long faces have disappeared; wheat and oats growing fast and now looks as if we might have an A1 crop; more land in wheat and oats than for many years past; corn acreage will also be large here.

J. M. Osborne, of the Osborne, Eubank Hardware & Lumber Co., Mabank, Tex., Mar. 16: Wheat and corn acreage average 50 per cent reduction from previous years owing to want of moisture during the fall and winter; up to Mar. 10, no rain fell here. The condition of the growing crop is improved since the late rains.

Greenville Mill & Elevator Co., Greenville, Tex., Mar. 14: The condition of growing wheat at this time was never

better, but the acreage is very small indeed; our county will be compelled to ship in about half of our supply during the coming season. The oat plant is in fine condition and is growing nicely with a fairly large acreage.

A. A. Chinski, Navasota, Tex.: Last year's crop of corn was a full yield in this section and after shipping some hundred cars the farmers have practically enough for their own demands. The increase this season in acreage is about 25 per cent and most all up and growing nicely. We have had fine rains and I predict a good crop. Small grain is about an average.

C. J. Wilkerson, Holland, Tex., Mar. 15: The acreage is fairly up to the average, but the condition of the grain at this time is very poor indeed; I do not think we can count on over a half crop; the long continued drought together with the hard freezes has injured the crop very materially. The stand of fall oats in many instances is not one half what it should be and the grain is needing rain now.

H. F. Gale, Krum, Tex., Mar. 16:—In Denton county, we have had a very dry winter and in some localities wheat was reported dying, but on the 11th of this month we had a very good rain which has caused wheat to start growing and now we have the finest prospects for a good crop I have seen in many years. The acreage is larger than ever sown in this country before. There is some talk of green bugs but I have failed to find any myself and don't believe they are here.

### WISCONSIN.

The New Richmond Roller Mills Co. will build a large elevator at Hudson, Wis.

The Milwaukee Chamber of Commerce will hold its caucus Mar. 29, and the annual election Apr. 7.

Buentrock & Krouitz have rented the Coughell Elevator at Eubarren, Wis., and are buying grain.

The Chilton Malting Co., Chilton, Wis., has increased its capital stock from \$100,000 to \$150,000.

Wallace, M. Bell has resigned as a director in order to become a candidate for second vice-president of the Milwaukee Chamber of Commerce.

The Wisconsin Elevator Co. of Roberts, Wis., will erect an elevator of 20,000 bushels' capacity at Elmwood, Wis. Younglove & Boggess will superintend the work.

A. J. Hurd and W. H. Hagan have formed a partnership at Baraboo, Wis., under the name of Hurd & Hagan, for the manufacture of the Hurd bag holder.

A. G. Cole of Reedsburg, Wis., has exchanged his farm at La Valle for the mill property at Narrows Prairie. He will put in a new feed mill and other machinery.

R. A. Ritchie, at present auditor of the Northern Grain Co. of Chicago, will be transferred to Manitowoc, Wis., where he will take charge of a branch office of the company.

The Milwaukee Elevator Co. has bought the elevator at Cedarburg, Wis., from Christ Schuette. Mr. Schuette retains the wood, coal and feed business and will act as manager of the elevator for the company.

Mintzloff & Behrens, Grafton, Wis., Mar. 19: Crops are pretty well shipped out, especially barley which is the principal one; very little winter wheat sown here; what little there is looked well up to the last freeze this week.

T. S. Chittendon & Co., who began business Jan. 1, at Wautoma, Wis., under the management of R. G. Schobie, occupy a large warehouse owned by the Northern



Grain Co. They own elevators at Almont, Wild Rose and other points in the state.

W. W. Slyster, agent for the Wisconsin Malt & Grain Co., Hortonville, Wis., Mar. 22: Weather favorable for early seeding; all winter grain and meadows wintered in excellent shape; everything very promising at this date.

Recent sales of memberships in the Milwaukee Chamber of Commerce have been made at \$1,000, to H. L. Kerrick of Minneapolis; Frank P. Frazier, of Bartlett, Frazier & Co., Chicago; Chas. B. Pierce, of the same firm, and Adolph Reel, of Milwaukee.

E. P. Bacon & Co., of Milwaukee, Wis., were not caught for \$2,500 by the failure of the Farmers Exchange Society of Whittemore, Ia., as stated in the Journal. Their account is very much less than this, and it is believed that when closed the deficit will be only \$150. It was not the intention of Bacon & Co. to advance to that company, and there would have been no deficit had not some of the later shipments fallen short.

The directors of the Milwaukee Chamber of Commerce have recommended a new rule providing that any of the rules of the Chamber of Commerce may be repealed or amended only by a vote by ballot of a majority of the members voting on the proposition; provided, however, that not less than sixty affirmative votes shall be cast for such repeal, or amendment to repeal or amend the rule or rules in question, and provided further that the proposed repeal or amendment shall have been conspicuously posted in the exchange room for not less than six days, with a notice affixed thereto stating the time when the ballot will be taken thereon. The voting on such proposed repeal or amendment shall be between the hours of 11 a. m. and 2 p. m. of any day when the rooms of the association are open for the transaction of business, as directed by the board of directors.

### Late News.

Rankin & Cowden are building an elevator at Riverton, Ia.

W. C. Sievers will overhaul and enlarge elevator at Walnut, Ia., and paint it.

O. A. Talbott & Co., Osceola, Ia., will put in ten 14-ft. wagon scales and a track scale.

A contract has been let for the erection of a 10,000-bushel farmers' elevator at St. Edwards, Neb.

Cook & Mullen of Menlo, Ia., have dissolved partnership. E. P. Cook will continue the business.

M. Hennessy of Orient, Ia., will soon start with Mrs. Hennessy on a three months' trip thru Mexico.

Wykle of Stuart, Ia., will build an up-to-date elevator on the site of his elevator which was burned Jan. 28.

J. A. Funk of Blanchard, Ia., will place a 16-h.p. gasoline engine in his elevator at Elmo, Mo., in place of steam.

Joseph Shubert of Minneapolis, Minn., pleaded guilty to a charge of car sweeping and was fined \$10 under the new law.

The Trans-Mississippi Grain Co. of Omaha has bot Peterson's elevator at Fremont, Neb., and will overhaul and repair it.

I. E. Jackson of Springfield, Ia., has bot the grain business of M. E. Miner of Cedar Rapids and will move to Cedar Rapids.

Albert Boling has bought Mr. Nading's interest in the elevator formerly owned by the firm of Nading & Boling at Adams, Ind., and will carry on the grain busi-

ness. The elevator was built by the Reliance Mfg. Co.

J. W. Smith of Lamoni, Ia., will build a 10,000-bushel elevator at Kellerton and put in four 14-ft. wagon scales at his different stations.

The farmers in the vicinity of Spiritwood, N. D., are planning to build an elevator, which will be equipped with grinding and cleaning machinery.

Arthur Johnson, Bridgewater, S. D., writes that Mayer Bros. have sold their elevator to David M. Hofer of that place, who will take possession May 1.

Fred Faulkner of Cedar Rapids, Ia., who has represented W. R. Mumford Co. in Iowa during the last five years, has purchased an interest in the business.

Nipp & Kruse are building a 30,000-bushel elevator at Mineola, Ia. An 18-h.p. gasoline engine, feed grinders, a Barnard & Leas cleaner and a 1,000-bushel Fairbanks hopper scale.

J. Nesbitt, Goldendale, Wash., Mar. 20: Crops in fine condition and the yield will probably be 2,500,000 or more. New railroad being built which will require some new warehouses in the not distant future.

Liljedahl Bros. have torn down their old elevator at Essex, Ia., and erected a new 10,000-bushel elevator on the same site. The new house has two legs, Barnard & Leas sheller and cleaner and steam power.

The Verdigre division of the Fremont, Elkhorn and Missouri Valley will be extended thru Boyd County into South Dakota this spring and elevators will be built at different points along the line by the Nye & Schneider Co. of Fremont.

A committee composed of W. H. Bergen, Charles Stager and William Morehouse, representing the Toledo Produce Exchange, visited Columbus last week to appear against a bill for the repeal of the anti-insurance law, which is pending before the legislature.

J. P. Harrison, Sherman, Tex., Mar. 21: We have had fine rains in Texas lately, which will benefit both the growing wheat crop and the oat crop, which has just been planted. Prospects for the coming crops in this state look more favorable than before these rains.

Burke & Co., Scottsville, Kan.: You can take our ad out of the Grain Dealers Journal, as we are flooded with letters from all states in the Union, and we will dispose of our scales to some of these parties. If we had 100 pairs of scales we could sell them on that little ad.

C. W. Barrett, Heidenheimer, Tex., Mar. 21: The acreage in oats has been increased about 10 per cent from last year, wheat about the same as last year, both in a fair growing condition; top of ground very dry; oats about ten days late from last year, wheat about the same as last year.

March rain or snow has made up some of the deficiency in the February rainfall west of the Mississippi.

The disposition which has been made of screenings cleaned from Canadian bonded wheat at Duluth, Minn., is being investigated by a special agent of the treasury department.

Indian corn culture has been practiced for 19 years at Cawnpore, India, with such steady improvement in yield as to encourage the hope of a material addition to the food supply of that country.

Corn has a speculative value, and, whatever may be the final outcome, there are almost certain to be crop scares that will cause sharp upturns before the coming crop is harvested.—Van Ness & Wilson.

### Grain Shipments.

For the week ending Mar. 22, the shipments of wheat, corn and oats at nine primary markets, and at the leading seaports, were:

WESTERN POINTS.	Wheat, bu.	Corn, bu.	Oats, bu.
Chicago.....	323,121	393,266	689,617
Milwaukee.....	10,700	44,650	156,600
Minneapolis....	179,060	51,060	63,830
Duluth.....	5,686	18,911	2,515
St. Louis.....	232,000	385,000	227,445
Toledo.....	8,980	50,025	9,450
Detroit.....	9,044	9,155	10,000
Kansas City....	196,000	286,400	.....
Peoria.....	17,782	77,681	176,215
Total.....	982,373	1,316,148	1,337,702
Last week.....	741,111	1,178,835	1,472,396
Last year.....	1,980,530	2,037,572	2,429,020
SEABOARD.			
New York.....	612,116	92,714	66,919
Boston.....	495,156	3,000	46,927
Philadelphia....	158,583	117,529	60,226
Baltimore.....	175,090	57,493	600
New Orleans....	.....	.....	.....
Galveston.....	16,000	.....	.....
Newport News..	.....	.....	.....
Total.....	1,556,945	270,736	174,672
Last week.....	1,118,293	102,111	92,203
Last year.....	1,147,116	2,802,710	349,200

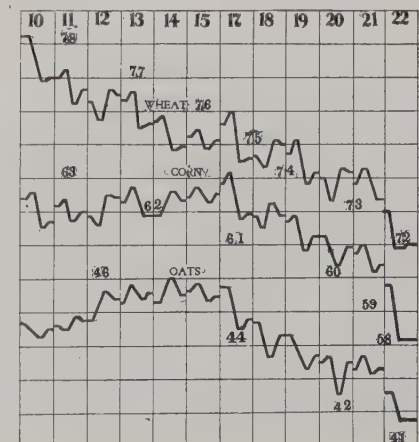
### Grain Receipts.

For the week ending Mar. 22, the receipts of wheat, corn and oats at nine primary markets, and at the leading seaports, were:

WESTERN POINTS.	Wheat, bu.	Corn, bu.	Oats, bu.
Chicago.....	374,075	577,315	853,618
Milwaukee.....	248,800	95,950	107,100
Minneapolis....	1,149,620	43,915	100,160
Duluth.....	601,871	.....	23,525
St. Louis.....	273,000	222,000	298,400
Toledo.....	42,500	78,298	39,900
Detroit.....	14,760	25,232	62,237
Kansas City....	239,200	153,600	.....
Peoria.....	18,400	302,873	187,172
Total.....	2,962,296	1,539,253	1,672,142
Last week.....	2,662,504	1,745,470	1,581,170
Last year.....	4,373,706	3,113,040	2,578,844
SEABOARD.			
New York.....	455,050	206,000	698,000
Boston.....	100,180	9,485	121,785
Philadelphia....	135,228	63,775	46,495
Baltimore.....	231,176	72,269	22,749
New Orleans....	88,000	40,000	.....
Galveston.....	17,000	.....	.....
Total.....	1,026,634	391,529	859,029
Last week.....	829,562	422,097	338,182
Last year.....	1,581,651	2,836,851	1,616,867

### Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Mar. 24, are given on the chart herewith:

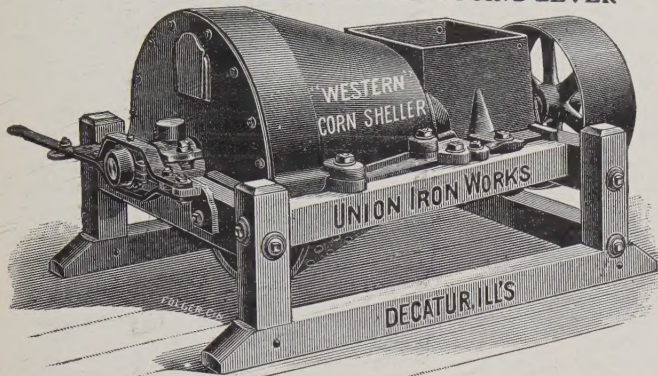








## THE "WESTERN" WAREHOUSE CORN SHELLER IMPROVED, WITH ADJUSTING LEVER

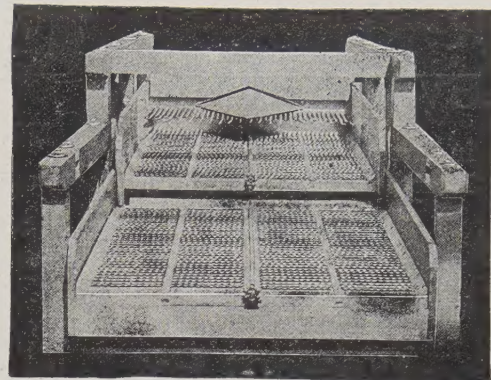


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Adjust cylinder while running.

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End View.

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Adjustable Screens

Separates CORN from COB and CLEANS WHEAT OR OATS THOROUGHLY without changing screens.

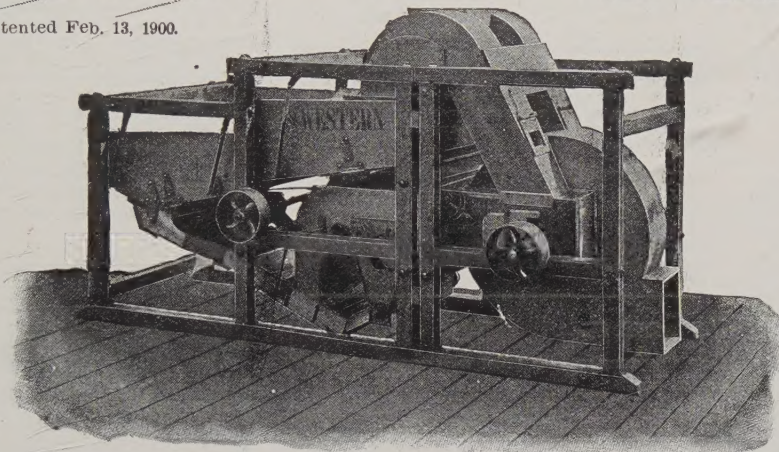
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**UNION IRON WORKS**

Sole Manufacturers

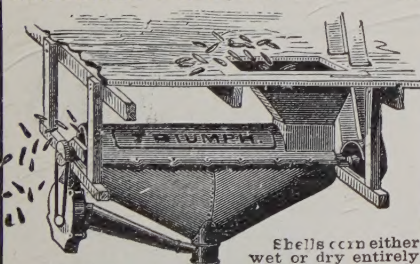
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Side View.

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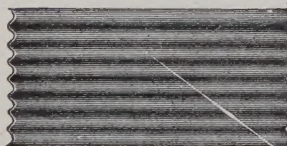
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CLEVELAND O.



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WILL GLADLY ELABORATE UPON THE FOREGOING.  
HE DEALS IN THAT DIRECT WAY WHICH IS THE  
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It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

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Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

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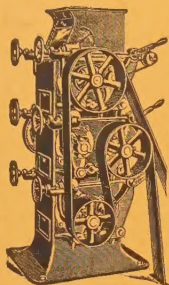
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Chicago, Ill.



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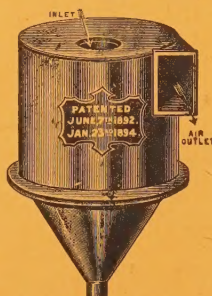
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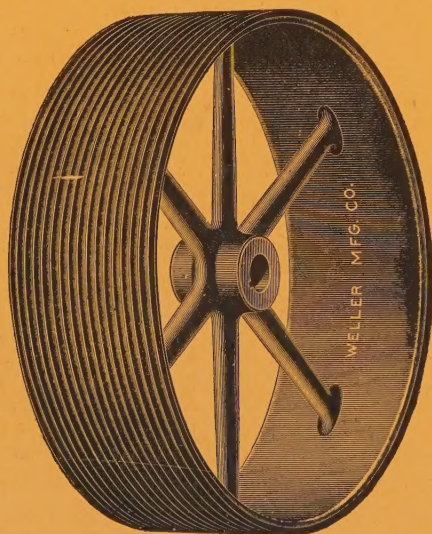


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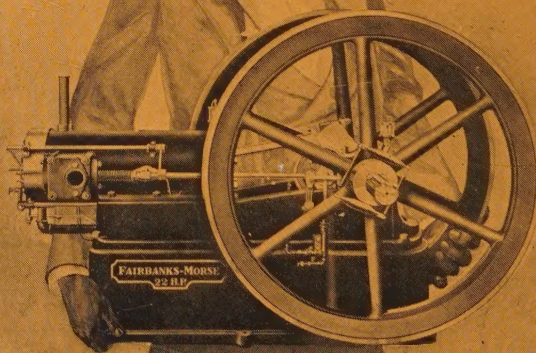
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